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American Railroad Journal.

New York Saturday, March 30, 1872.

York (Penn.) Car Wrecks.

Messrs. Billmeyer & Small have just completed a contract with the Northern and Utah Railroad, running between Ogden city, Utah, and the Sulphur Springs, in Wyoming Territory. John Young, son of Brigham Young, of Mormon fame, is its president. The road is a narrow gauge—three feet—and is but one of the many roads of like pattern now in contemplation, or in process of construction in the Southern and Western sections of our country. The cars for the Northern and Utah road are now being loaded at the above named gentlemen's works in York, to the West, via the Union Pacific Railroad. A lot of narrow gauge cars were shipped by the firm a few days since for Walla Walla, Washington Territory, a portion of which go by the way of the Union Pacific Railroad, and the balance by the ocean route around Cape Horn to their destination. Messrs. Billmeyer & Small are in the front rank of the narrow gauge movement, and are already reaping the reward which they so richly merit at the hands of all the friends of this new railroad idea.—York Daily.

The Cameron (Pa.) Press says that the rails are being furnished for Bennett's Branch Railroad. The track will be laid from the Driftwood terminus this Spring.

A Safe and Profitable INVESTMENT

BANKING HOUSE OF
JAY COOKE & CO.

The Treasury is now paying off the called 5-20s of 1862. Holders of these who desire to exchange them for a Bond of EQUAL SAFETY, and at the same time increase their annual income nearly ONE-THIRD, will do well to investigate the merits of the 7-30 GOLD BONDS OF THE NORTHERN PACIFIC RAILROAD.

These securities, the present price of which is Par and accrued interest in currency, are selling rapidly for cash and in exchange for 5-20s; and we commend them to investors as confidently as we have always commended the Bonds of the United States Government.

They are secured by a FIRST and ONLY mortgage upon 2,000 MILES of RAILROAD, ITS EQUIPMENT AND EARNINGS, and, in addition, as fast as the Road is built, upon 500 acres of land to every \$1,000 Bond, or 28,000 acres to every mile of road.

The Bonds are thus a first-class Railroad Bond combined with a Real Estate Mortgage on land worth at least twice the amount of the Company's liabilities.

Northern Pacifics are issued in denominations from \$100 to \$10,000, Coupon and Registered, and their heavy sales in this country and Europe assure the rapid construction of the road.

The Bonds are FREE FROM U. S. TAX to the holder, have 30 years to run, principal and interest payable IN GOLD, at the Banking House of Jay Cooke & Co.

All marketable securities received in exchange, without expense to the investor, at their highest current value.

JAY COOKE & CO.,
New York, Philadelphia & Washington.

The Erie Canal.—What Shall be Done With it?

This is a subject which does not attract any great degree of public interest, and yet may be reckoned as of the highest public importance. The maintenance, improvement and operation of the Erie Canal, and its lateral branches, have an important relation to the commerce of the United States, and influence the prices of staple products throughout the whole world.

One of the most erroneous ideas that can be entertained is, that the Erie Canal is an injurious rival to the great trunk railways. It is not more so than the great trucks are rivals to the Broadway stages. Cripple the Erie Canal and the Great West is crippled; and in the prosperity of the Great West the grand trunk railways find remunerative employment. The wealth which the Erie Canal carried to the West is returning not only to it, but to the railways which have been built parallel to it. When the Erie Canal ceases to maintain its pre-eminence as a means of water communication between the Great Lakes and the seaboard, the great trunk lines of railway may begin to fear a dangerous rivalry; not till then.

It becomes, then, a question of wide and varied interest how the Erie Canal may be increased in efficiency, and maintained and operated in a manner that will promote commerce, and meet in all respects the just expectations of the public. It is one of the misfortunes of our canal system, that from the very inception of these important works, they have been a foot ball for the leading political parties to play upon, and as a natural consequence they have suffered greatly. Their construction and enlargement have at one time ceased to be prosecuted, and at another time unnecessary work has been prosecuted with an extravagant outlay of money. And at length our canals, instead of being a source of revenue to the State, are in danger of becoming a burden upon the tax-payers. The rate of tolls has been greatly reduced within the last two years, and various circumstances have combined to prevent a corresponding increase of business. Consequently, the receipts from tolls last season were only \$2,814,953, against \$4,418,308 for the season of 1868, and the amount of taxation neces-

sary to meeting the deficiencies in the canal debt fund was increased last year to \$3,880,035. No further exhibit is needed to demonstrate that the question of "What shall be done with our canals?" should at once be met with practical knowledge and a spirit of elevated regard for the public interest.

A proposition has been made in some quarters, that the canals be sold to private parties or corporations. This would free them in a measure from the embarrassing influences of party politics; but not entirely so, as the history of our great railways plainly indicate; and such a course would probably lead to the abandonment at no distant day, of some of the non-remunerative lateral canals; a proceeding that would excite much discontent in the districts affected.

There is another proposition, that the Erie Canal shall be further enlarged. This is wholly impracticable, so long as the present manner of construction shall be adhered to. With mere earthworks for its banks along the most of its course, water could not be procured to keep it in navigable order, if it were any larger than now. A body of water seventy feet wide at the top and seven feet deep, is capable of doing a vast amount of work, and we do not conceive that a further enlargement is necessary. But plans to promote its efficiency must be regarded as of the greatest present interest. Upon the dispositions made of these, depend the future usefulness of our canal systems. The partial or complete re-building of the Erie Canal in such a manner that its banks will hold water more effectively than now, and permit the passage of boats at a higher rate of speed, towed by steam tugs, seems to be the work now imperatively demanded, or at least most in favor. A commission appointed by the State authorities, to devise a method of introducing steam upon our State Canals, does not appear to have made much progress in the work assigned to it. Indeed, it is one of rare difficulty. The invention of steamboats whose wheels will not cause waves to wash the earth banks of the Canal; the re-building of the banks of material that will not be thus injured—or the introduction of barriers that will protect the present banks, seems to be the present necessity.

It is not improbable that the banks of the Canal as now constructed may be easily prepared to resist the petty waves raised by small steam tugs; and it is also not improbable that the danger of injury to them from that cause has been over estimated. When the Canal was but four feet deep and forty feet wide at the surface of the water, passenger packet boats passed its whole length in four days—towed by three horses at the rate of four miles an hour. Heavily laden boats now occupy twelve or fourteen days in passing from Buffalo to Troy, and nine or ten days in passing from Oswego to Troy. Is there not some mistake in the manner of constructing and loading these boats? would not the efficiency of the Canal be promoted if the boats were constructed with sharper bows, and not so heavily loaded but that they might be towed at a brisk walk if not at a slow trot? A boat towed three miles an hour would make the passage from Buffalo to Albany in five days, while a boat towed two and a half miles an hour—a speed which certainly ought to be attained—would occupy but six days in the

passage. And surely a boat carrying six thousand bushels of wheat through in six days would make more money than a boat carrying seven thousand five hundred bushels and occupying twelve days in the passage.

We have not, however, any special plan to urge; but earnestly hope that something effective may be accomplished; repeating the invocation that our Canal system be considered the friend and adjunct, instead of the rival, of our railway system. The prosperity of the one depends to a large extent upon the prosperity of the other, and whatever tends to the development of our inland commerce, promotes the interest of both.

Who Made the first Anthracite Iron?

TRENTON, N. J., March 26th, 1872.

MR. EDITOR:—Some unknown person, (a friend, I suppose,) has sent me an article of about half a column in length, clipped from some newspaper; upon the margin of which I find written in pencil the question, "How about this?"

The article is headed as above, and begins thus—"For some time past there has been a discussion going on in regard to the credit of making the first anthracite iron in the United States. Mr. David Thomas, of the Thomas Iron Works, Mr. John Richards, deceased, once of the old Mauch Chunk furnace, and Mr. Lyman of Pottsville, each having their friends to advocate their separate claims to the honor."

Next follows a letter from Mr. David Thomas, relating his experience and knowledge of the matter in question, in the course of which he makes the following statement: "There was another [furnace] at Mauch Chunk, owned by three or four men—a Mr. Bauhm, a Mr. Guito, and a Mr. Lathrop. (the latter, I think, still living at Trenton, N. J.) This furnace was chilled up in about one week after blowing in."

Mr. Thomas' memory must certainly have failed him, or else he was misinformed in regard to the Mauch Chunk Furnace, as will appear evident from the following extract from—

"Notes on the use of Anthracite in the Manufacture of Iron. With some remarks on its Evaporating power.

By Walter R. Johnson, A. M.,
Boston, 1841."

"The furnace at Mauch Chunk, which stands at the head of the preceding Table, is believed to have been the first in this country, at which any considerable success was attained in the smelting of iron with anthracite.* The iron produced was of various, but mostly inferior qualities, owing probably to a deficiency of blast. The blowing cylinders are of wood (single acting) and at the speed employed did not furnish over 700 cubic feet of air per minute.

Their apparatus for hot blast was at first defective, and was afterwards placed at the tunnel head, where it could not be so well regulated as if managed in separate ovens, with an independent fire. Hence even of the limited supply of air taken into the bellows, a considerable portion must have been lost by leakage, and by escapes at the open tuyeres there applied."

*Beaver Meadow, Pa.,

Nov. 9th, 1840.

Sir:—Agreeably to a request of Col. Henry

High, of Reading, I send you the following hastily written statement of the experiments made by Baughman, Guiteau & Co., in the smelting of iron ore with anthracite coal as a fuel.

During the Fall and Winter of the year 1837, Messrs. Joseph Baughman, Julius Guiteau and Henry High, of Reading, made their first experiment in smelting iron ore with anthracite coal, in an old furnace at Mauch Chunk, temporarily fitted up for the purpose.

They used about 80 per cent. of anthracite, and the result was such as to surprise those who witnessed it (for it was considered an impossibility even by iron masters); and to encourage the persons engaged in it to go on. In order, therefore, to test the matter more thoroughly, they built a furnace on a small scale near the Mauch Chunk Weigh Lock, which was completed during the month of July, 1838. Dimensions: Stack 21½ feet high, 22 feet square at base, Boshes 5½ feet across, Hearth 14 to 16 inches square, and 4 feet 9 inches from the dam stone to the back. The blowing apparatus consisted of two cylinders each 6 feet diameter; a receiver, same diameter and about 2½ feet deep; stroke eleven inches. Each piston making from 12 to 15 strokes per minute. An overshot water wheel, diameter 14 feet, length of buckets 3½ feet; number of buckets 36; revolutions per minute, from 12 to 15.

The blast was applied August 27th, and the furnace kept in blast until Sept. 10th, when they were obliged to stop in consequence of the apparatus for heating the blast proving to be too temporary. Several tons of iron were produced of Nos. 2 and 3 quality. I do not recollect the proportion of anthracite coal used. Temperature of the blast did not exceed 200° Fahrenheit.

A new and good apparatus for heating the blast was next procured, (it was at this time I became a partner in the firm of B., G. & Co.) consisting of 200 feet in length of cast iron pipes 1½ inches thick; it was placed in a brick chamber, at the tunnel head, and heated by a flame issuing thence. The blast was again applied about the last of November, 1838, and the furnace worked remarkably well for five weeks, exclusively with anthracite coal; we were obliged, however, for want of ore, to blow out on the 12th January, 1839. During this experiment, our doors were open to the public, and we were watched very closely both day and night, for men could hardly believe what they saw with their own eyes, so incredulous was the public in regard to the matter at that time: some iron masters expressed themselves astonished that a furnace could work whilst using *unburnt, unwashed, frozen* ore, such as was put into our furnace.

The amount of iron produced was about 1½ tons per day, when working best, of Nos. 1, 2 and 3 quality. The average temperature of the blast was 400° Fahrenheit.

The following season we enlarged the hearth to 19 by 21 inches, and 5 ft. 3 inches from the dam stone to the back of the hearth; and on July 26th the furnace was again put in blast and continued in blast until Nov. 2, 1839, a few days after the dissolution of our firm, when it was blown out in good order.

For about three months we used no other fuel than anthracite, and produced about 100 tons of

iron of good Nos. 1, 2 and 3 quality. When working best the furnace produced two tons a day.

Temperature of the blast was from 400 deg. to 600 deg. Fahrenheit. The following ores were used by us, viz: "Pipe ore," from Miller's mines, a few miles from Allentown; "brown hematite," commonly called "top mine," or surface ore; "rock ore" from Dickerson mine in New Jersey; and Williams township ore in Northampton County. The last mentioned ore produced a very strong iron and most beautiful cinder.

The above experiments were prosecuted under the most discouraging circumstances, and if we gain anything by it, it can only be the credit of acting the part of pioneers in a praiseworthy undertaking.

Most respectfully, Sir,

Your obedient servant,

F. C. LOWTHORP.

Prof. Walter R. Johnson, Philadelphia."

Correct copy from the book:

JOHN WISE,

Librarian Franklin Institute,
Philadelphia, Pa.

As an evidence of the reliability of the work from which the above extracts were taken, I would remind your readers that its author, in 1844, published, by order of Congress, a "Report on the Different Varieties of Coal" in order to determine their evaporative powers.

Respectfully Yours,

F. C. LOWTHORP.

Pennsylvania Railroad.

We gave in our issue of March 2d, the Report of the President of the Pennsylvania Railroad Company. The following is the

GENERAL ACCOUNT.

To capital stock.....	\$39,839,475 00
" in sinking fund ..	1,500,000 00
	\$41,339,475 00
First mortgage bonds	
due 1880	\$4,972,000 00
Second mort. bonds	
due 1875	4,866,840 00
General mort. bonds	
due 1910	18,604,500 00
Lien of the State upon	
the Public Works	
between Philadel-	
phia and Pittsburg,	
purchased by this	
Company, bearing	
5 per cent. interest,	
payable in annual	
instalments of \$460,-	
000, applicable first	
to the interest, and	
the remainder to	
principal—original	
amount of which	
was \$7,500,000	5,758,905 40
Mortgages & ground	
rents at 6 per cent.	
remaining on real	
estate purchased ..	215,959 32
	34,418,204 72
Bills and accounts payable, includ-	
ing dividends due to stockholders	
unpaid	11,060,503 33
Contingent fund	2,000,000 00
Balance to credit of profit and loss	1,253,886 77
	\$90,072,069 82

By balance standing on books of	
the Company for the construction	
of the railway between Harris-	
burg and Pittsburg, including	
branches to Indiana and Holli-	
daysburg (in all 276 miles); also	
for cost of stations, warehouses,	
shops and shop machinery on the	
whole road from Philadelphia to	
Pittsburg	\$15,237,965 03
Balance standing on books of the	
Company for the purchase of the	
Philadelphia and Columbia Rail-	
road	5,375,733 48
Balance standing to debit of equip-	
ment of road, consisting of 640	
locomotives, 297 passenger cars,	
129 baggage, mail and express	
cars, 10,871 freight cars, and	
1,117 road cars	7,458,101 14
Cost of real estate of Company and	
telegraph line	5,258,642 55
Extension of Pennsylvania Railroad	
to the Delaware River, including	
wharves and grain elevator. The	
cost of the extension of the Penn-	
sylvania Railroad to south bank	
of Monongahela River at Pitts-	
burg, heretofore included in this	
item, having been transferred to	
the Pennsylvania Company, is	
represented below in the value	
of the capital stock of that Com-	
pany received in payment thereof	
	1,279,718 55

Total amount charged to construction, equipment, and real estate accounts for the railroad between Philadelphia and Pittsburg \$34,610,160 70

Other Assets:

By 16,185 shares Harrisburg and	
Lancaster Railroad stock	808,406 05
25,547 shares Connecting Railway	
stock	1,277,350 00
31,636 shares capital stock of the	
Philadelphia and Erie Railroad	
Company, exclusive of 48,000	
shares of preferred 8 per cent.	
stock held by the sinking fund ..	779,637 26
160,000 shares of capital stock of	
the Pennsylvania Company, of	
\$50 per share, the cost without	
interest being	6,317,902 55
70,231 shares of capital stock of	
the Pennsylvania Canal Company	
Amount of bonds and stock of mun-	
icipal and other railroad corpor-	
ations and investments not other-	
wise enumerated	22,312,885 72
Cost of bonds and stock in sinking	
fund	2,433,433 35
Cost of bonds representing conting-	
ent fund	2,000,000 00
Amount of fuel and materials on	
hand for repairs to locomotives,	
cars and maintenance of way, &c.,	
on the Pennsylvania Railroad ..	1,794,619 33
Amount advanced to pay for fuel	
and materials on hand for repairs	
to locomotives and cars, and	
maintenance of way, &c., for the	
Philadelphia and Erie Railroad ..	384,513 69
Amount advanced to operate the	
Philadelphia and Erie Railroad ..	242,652 24
Amount of bills and accounts receiv-	
able, and amounts due from	
other roads	13,030,858 29
Balance in hands of agents	969,227 67
Balance in hands of treasurer	2,009,266 97
	\$90,072,069 82

THOS. T. FIRTH, Treasurer.

PHILADELPHIA, December 31, 1871.

W. W. Cryder has been elected a director of the Erie Railway vice F. N. Drake, resigned.

Petersburg Railroad.

The annual stockholders' meeting of the Petersburg Railroad was held at Petersburg, Va., on the 20th instant, Dr. Thomas Withers, acting a chairman. The directors' annual report, which was submitted, represents that the road and its property is in general excellent condition. A new bridge at Nottoway river is nearly complete, as is also that across the Roanoke at Weldon, which will make the road independent in reaching that town. The business at Weldon and all other stations shows an increase. After reading the report, the salary of the president for the ensuing year was fixed at \$4,000, and Mr. Reuben Ragland, the purchaser of the city's stock at the late sale, was elected to that position, and Messrs. T. T. Broocks, S. A. Plummer, J. C. Mabin and R. A. Young, directors. The president and directors were authorized by a two-thirds vote to issue \$500,000 eight per cent. bonds, secured by second mortgage on the road and other company property, the proceeds to be used for the general purposes of the company and also for the construction of an extension of the road from Petersburg to City Point, near the junction of the Appomattox and James rivers.

Baltimore and Ohio Railroad Extension:

Articles of association of the Baltimore, Pittsburg and Chicago Railway Company, Ohio division, were filed with the Secretary of State at Columbus on the 13th inst. The termini are a point in the township of Poland, Mahoning county, on the boundary line between the States of Ohio and Pennsylvania; and a point either in the township of Hicksville or Milford, in the county of Defiance, on the boundary line between the States of Ohio and Indiana. The railroad will pass through the counties of Mahoning, Trumbull, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Wood, Henry and Defiance. The capital stock is \$3,000,000. The incorporators are William Keyser, Walter C. Quincy, George R. Dennis, John K. Cowen and John Gardiner.

The Superintendent of the Erie Railway reports to the Directors that of the four hundred and ninety-five locomotives on the road four hundred and seventy-seven are available. Most of the freight and coal cars are in good condition. Thirty new passenger coaches and ten baggage cars are building. The shops, tools, &c., are in good condition. During the first five months of the fiscal year one thousand seven hundred tons per month of steel-top rails have been laid. Five hundred and fifty thousand cross-ties will be required for the track during the coming summer, a large proportion of which are on hand. The bridges are, with a few exceptions, in good condition and considered safe.

At a special meeting of the stockholders of the Boston, Barre and Gardner Railroad, held at Worcester on the 20th inst., the act authorizing the extension of the road to Winchendon was accepted by a unanimous vote. The question of the choice of the most feasible route was referred to the board of directors with instructions to obtain definite information in regard to it, and also in relation to the procuring of means for the extension of the road and completion of the Worcester end, and to report to some future meeting of the stockholders.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1870-1.	1871-2.
Ohio	764,119	900,484
Illinois	1,234,528	1,630,725
Indiana	425,454	566,184
Kentucky	288,970	342,562
Wisconsin	251,400	334,410
Tennessee	41,270	42,680
Iowa	183,014	288,580
Minnesota	14,000	21,000
Missouri	459,155	693,949
Kansas	30,641	43,034
Nebraska	2,700	4,890
	3,695,251	4,868,448
		3,595,251

Increase in number 1,173,197

Our reports of the average weight of hogs and the yield of lard have been fuller and more satisfactory than usual, which enables us to give the averages on these points as nearly accurate as may be desired. The lard refers but to leaf and trimming, as heretofore, but we have the head and gut so fully and distinctly reported that we can say that for this 9 $\frac{3}{4}$ lbs. per hog may be added in order to find out the full aggregate yield of the entire packing.

The general averages for all are: Hogs 227 $\frac{1}{2}$ lbs. net per hog, and lard 29 2-7 lbs. leaf and trimming per hog. The general average weight of hogs, and the yield of leaf and trimming lard per hog compare with those of six previous seasons as follows:

	Hogs, lbs.	Lard, lbs.
1866	231 3-10	31 1-7
1867	232 1-7	29 $\frac{3}{4}$
1868	201	21 $\frac{3}{4}$
1869	206 $\frac{3}{4}$	24 $\frac{1}{4}$
1870	205 $\frac{3}{4}$	23 $\frac{1}{2}$
1871	230 1-7	30 1-7
1872	227 $\frac{1}{2}$	29 2-7

From the returns made to us of the yield of head and gut lard, we feel authorized as already stated, to place it at 9 $\frac{3}{4}$ lbs. per hog, so that by adding this to the yield of leaf and trimming as given, it would make the total yield of all kinds a fraction over 39 lbs. per hog. The total yield of net hogs, in pounds, this season, is 1,108,180,476, and of leaf and trimming lard 142,575,977 lbs. These figures, compared with the crop of last year, make the increase in the crop of pork a fraction over 30 4-9 per cent., and in lard 28 1-20 per cent. These aggregates compare with the two previous seasons as follows:

	Meat, lbs.	Leaf & trim- ming lard, lbs.
1869-70	542,215,444	62,918,074
1870-1	846,464,962	110,862,655
1871-2	1,108,180,476	142,575,977

In order to find the aggregate production of all kinds of lard add 9 $\frac{3}{4}$ lbs. per hog to the result above given, for head and gut, this season, and 10 lbs. last season.

The following gentlemen have been elected directors of the Selma, Marion and Memphis Railroad: For Alabama—A. G. Mabry, Robert Crawford, S. H. Foulkes. For Mississippi—S. M. Meek, B. A. Murdock, B. S. Crum. For Tennessee—Jacob Thompson, R. A. Pinson, H. S. Jones. For president—N. B. Forrest. For secretary and treasurer—H. R. Pugh. For chief engineer and superintendent—Peter Fresenius.

The Green Bay *Advocate* says that the track laying is now progressing rapidly on the Sheboygan and Fond du Lac road, and the construction train is near Dartford. The last of this month, or the first week in April will see the road completed to Princeton.

Pittsburg, Ft. Wayne and Chicago Railway.

At the annual meeting of the stockholders of this company, held in Pittsburg on the 20th inst., the following gentlemen were elected directors to serve in the place of those whose term of office had expired by law, viz: George W. Cass, J. F. D. Lanier, S. J. Tilden and J. E. Thomson. The Annual Report of the President, which was read by the Secretary, is as follows:

To the Stockholders and Bondholders of the Pittsburg, Ft. Wayne and Chicago Railway Co:

In the discharge of their duty, your board of directors now make to you a brief statement of the road during the past year, and the condition of the property. There was nothing in railway management during the year to mark an era in railway history, and nothing specially marked in the management of your property or of the railways connected thereto.

At the date of the last report the Cleveland, Mt. Vernon and Delaware Railroad was in process of construction towards Columbus, the seat of government of the State of Ohio, but has not as yet been completed as was anticipated. It is now believed that during the current year it will be finished so as to make a more direct connection with the counties on the line of your road in the eastern part of the State than now exists, and thereby add to the value of your property.

The Grand Rapids and Indiana Road is steadily progressing towards completion, and is developing a large business to be distributed along the line of your road, both east and west from Fort Wayne.

During the year the Cincinnati, Richmond and Ft. Wayne Road from Richmond to Ft. Wayne, Indiana, ninety miles in length, has been completed, and with the Cincinnati, Hamilton and Dayton Road, forms a very direct route from Ft. Wayne to Cincinnati.

Within the next four months it is expected that the Peninsular Road of Michigan will be completed to Valparaiso upon your road, forty-four miles east of Chicago, and that an arrangement will be made by which the business of the Peninsular Road will be carried over your road between Valparaiso and Chicago.

The grading of the Plymouth, Kankakee and Pacific Railway, from Plymouth (eighty-four miles east of Chicago) to Bureau Junction, on the Rock Island Road, a length of one hundred and sixty-seven miles, will be completed in the next few months, and the completion of this road will make the shortest line from Pittsburg to the eastern terminus of the Union Pacific.

During the year no railroad has been built in the territory which contributes to the traffic of your road calculated to withdraw business from your line. The recital of the progress of construction of the different roads above, is given for the purpose of showing the gradual development of the country by new lines of communication, which cannot but add to the business of your road and to its value.

Your board takes pleasure in stating the management of the business and the preservation and improvement of the property by the lessee has been entirely satisfactory.

The roadway, track, bridges, rolling stock and buildings have been kept in good condition, excepting as to a few station houses mostly of the second and third class, which require rebuilding on an enlarged scale. The lessee reports having expended during the year 1871, for the betterment and equipment, under the term of the sixteenth article of the lease \$606,841 62. The principal items are as follows:

For equipment	\$406,700 95
Additional side track	18,487 48
Engine house and shop machinery	38,324 10
Stations and warehouses	18,502 04
Stone and iron bridges	40,704 53
Real estate, principally in Chicago	62,760 67

This account has not been audited by your board of directors, but it is not likely that the

amount allowed will vary materially from the above. A form of special guaranteed stock, to be issued under the provisions of the sixteenth article of the lease, with a guarantee thereon by the lessee, to pay the dividends, has been agreed upon between the board of directors and the lessee, and will be found appended to this report.

One million four hundred thousand dollars of stock has been issued to the lessee, to reimburse them for actual cost of expenditures in the permanent improvement of the road, and the addition of your equipment, from July 1, 1869, to December 31, 1871, a period of two years and a half. This is equivalent to adding \$46,666 of new capital per month.

The lessee reports the earnings and expenditures of the main line and branches for the year as follows:

EARNINGS.

P., Ft. W. & C. R. R	\$8,393,978 86
New Castle branch	288,976 53
Lawrence branch	139,055 36
	\$8,822,005 75

EXPENSES.

P., Ft. W. & C. R. R	\$4,347,329 55
New Castle branch	101,873 55
Lawrence branch	61,896 58
	\$4,511,099 68

The increase of the earnings for the main line was \$611,370 73, equal to eight per cent. The increase of expenses was \$119,264 57, being an increase of 2 $\frac{3}{4}$ per cent. The increase of gross receipts on the two branch lines for the year was \$53,226 52, being an increase of fourteen per cent. The increase of expenses for the year has been \$19,937 53, or thirteen per cent.

The result to the lessee exhibits a large profit after paying all the working expenses, taxes, new construction and equipment, and the sums required to be paid to the lessors.

Of the eighty-five suits pending at the date of the last annual report, but few have reached a final decision in the courts. About as many new ones have been commenced as have been decided, leaving us as to numbers about where we were twelve months ago. The most important case decided during the year in favor of the company, was the one commenced in Philadelphia to compel the company to allow the holders of the bridge bonds, issued by the O. and P. R. R. Co., in 1856, to convert their bonds into the stock of this company. Although the number of suits has not diminished, yet it is believed very substantial progress has been made towards settling these old claims against the company, and we hope your board, in their next annual report, will be able to make a much more satisfactory exhibit in this particular.

Respectfully submitted.

GEO. W. CASS, President.

Northern Central Railway.

We gave in our issue of March 2d the Report of the President of this company for the year ending December 31, 1871, showing the receipts from operations of the road to have been \$4,266,898 85, the operating expenses \$2,989,737 86, and the net revenue \$1,277,160 99. From the treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.

Main Line	\$2,976,046 44
Shamokin Division	334,066 94
Elmira Division	541,297 63
Chemung Division	84,551 81
Canandaigua Division	330,936 03

Total earnings	\$4,266,898 85
Capital Stock	601,700 00
Bonds issued	365,000 00

Total

EXPENDITURES.	
Main Line.....	\$1,965,150 91
Shamokin Division.....	201,995 97
Elmira Division.....	481,608 48
Chemung Division.....	92,043 54
Canandaigua Division.....	248,938 96
Total operating expenses.....	\$2,989,737 86
Interest, discount and gold premium	623,278 28
Dividends on capital stock.....	335,758 50
Taxes on capital stock, dividends and surplus.....	20,177 12
Rent of Shamokin Valley and Pottsville Railroad.....	103,843 63
Rent of Elmira & Williamsport R. R.	166,210 94
Rent of Elmira, Jefferson and Canandaigua Railroad.....	27,973 94
Sinking Funds.....	141,897 91
Construction.....	394,495 80
Real estate.....	9,601 35
Equipment.....	33,269 99
Floating debt decreased.....	387,358 53
Total.....	\$5,233,598 85

From the Report of the Superintendent we learn that the company have 131 locomotives—80 on the Main Line, 41 on the Elmira and Canandaigua Division, and 10 on the Shamokin Division. The car equipment consists of: 64 first-class and 4 second-class passenger, 22 baggage, 16 express, 995 box, 544 gondola, 51 stock, 101 box and stock, 88 stone, 3,377 coal, 185 lime, 11 tool, and 60 freight cabooses. The mileage of locomotives was as follows:

	Main Line.	Shamokin Division.	E & C. Divisions.
Passenger.....	545,908	31,220	303,526
Ballast.....	45,067	19,990	
Freight.....	1,276,916	175,325	564,446
Total.....	1,867,891	206,545	887,962

—the total mileage being 2,962,398, against 2,541,535 in 1870, an increase of 420,863.

There were carried during the year 1,091,356 passengers an average distance of 25.2 miles, or 27,608,418 passengers carried one mile. The tonnage for the year aggregated 4,161,400 tons hauled an average distance of 42.10 miles, or 175,522,858 tons hauled one mile.

The tonnage on the Main Line and branches for the year compare with 1870 as follows:

	1870.	1871.
Main Line.....	1,736,447	1,964,013
Wrightsville branch.....	41,500	
Shamokin Division.....	573,860	750,445
Elmira Division.....	299,635	360,870
Chemung Division.....	261,776	311,127
Canandaigua Division.....	767,547	774,945
Total.....	3,680,765	4,161,400

—showing an increase in tonnage of 480,635 tons.

The financial condition of the company, December 31, 1871, was as follows:

ASSETS.	
Railway and appurtenances.....	\$10,362,933 48
Canton Extension.....	334,356 83
Real estate.....	787,454 94
Equipment.....	3,049,719 41
	\$14,534,464 66
Cash.....	\$297,962 07
Passenger agents.....	2,923 98
Freight agents.....	175,629 32
Post Office Department	10,465 11
Materials and supplies	301,143 67
	788,124 15
	\$15,322,588 81

LIABILITIES.	
Capital stock—112,034 shares.....	\$5,601,700 00
Third mortgage six per cent. coupon bonds of York and Cumberland R. R. Co. guaranteed by City of Baltimore, due January 1, 1877.....	\$500,000
Second mortgage six per cent. coupon bonds of Northern Central Railway Co., due July 1, 1885.....	2,500,000
Third mortgage six per cent. coupon bonds of Northern Central Railway Co., due April 1, 1900.....	1,223,000
	\$4,223,000
Deduct amount in sinking funds.....	863,327 91
	3,359,602 09
First mortgage six per cent. annuity of Northern Central Railway Co., due State of Maryland—irredeemable.....	1,500,000 00
Consolidated mortgage six per cent. gold bonds of Northern Central Railway Co., due July 1, 1900—total (including \$3,359,602 09, as above,) \$6,000,000—issued:	
Dollar coupon bonds.....	\$2,243,000
Dollar registered bonds.....	55,000
	2,298,000 00
Income convertible seven per cent. coupons bonds of Northern Central Railway Co., due April 1, 1880.....	561,000 00
Bills payable.....	\$85,785 27
Interest &c., accrued.....	228,430 41
Interest coupons.....	20,745 00
Pay roll and vouchers.....	558,941 47
Foreign roads—passenger account.....	30,981 17
Foreign roads—freight account.....	14,927 55
Individuals and corporations.....	67,039 02
	1,006,849 89
	\$14,327,151 98
Profit and loss account.....	995,436 83
	\$15,322,588 81

The officers of the company for 1872, are as follows:

President.—J. D. CAMERON.
Vice President.—J. N. DUBARRY.
Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Edmund Smith.
Secretary.—ROBERT S. HOLLINS.
Treasurer.—JOHN S. LEIB.
Auditor.—STEPHEN LITTLE.
General Superintendent.—A. R. FISKE.

From a careful calculation made by the *Cumberland News* of the tonnage upon the Chesapeake and Ohio canal, there are four hundred and thirty-five servicable boats upon that thoroughfare employed in the coal-carrying trade, the average tonnage of which is 112 tons per boat—making a total tonnage of 48,720 tons. The average time for a "day and night boat" (and nearly all are such) to make a round trip to tide water and back, is nine days. The usual number of days the canal is open for navigation is about 244, but allowing 18 days for stoppage, from one cause or another, leaves 226 days of boating, or twenty-three trips for each boat, making a sum total of

the coal-carrying capacity of all the boats on the canal of 1,120,480 tons for the season.

Commerce of New York.

The foreign imports at New York for the month of February, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.....	\$16,995,041	\$21,033,566
Do. for warehousing.....	13,046,484	14,570,487
Free goods.....	2,951,198	2,424,889
Specie and bullion.....	2,498,601	177,701

Total entered at port.....	\$35 491,324	\$38,206,143
Withdrawn fr. wareh'ouse	9,685,252	11,784,891

The foreign imports at New York for the two months from January 1, were:

	1871.	1872.
Entered for consumpt'n.....	\$31,161,597	\$38,974,078
Do. for warehousing.....	24,104,602	29,475,089
Free goods.....	6,806,900	5,153,449
Specie and bullion.....	2,707,287	283,023

Total entered at port.....	\$64 283,386	\$73,885,639
Withdrawn fr. wareh'ouse	22,691,516	24,133,908

The foreign imports at New York for the eight months of the fiscal year, were:

	1871.	1872.
6 months ending Jan. 1.....	\$156 339,208	\$183,028,276
January.....	28,792,062	35,679,496
February.....	35,491,324	38,206,143

Total.....	\$220,622,594	\$256,913,915
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The duties received at New York for eight months ending with February, were:

	1871.	1872.
6 mos. ending Jan. 1.....	\$67,729,184 75	\$74,078,181 75
In January.....	12,010,020 67	13,317,086 82
In February.....	12,258,147 69	14,710,928 08

Seven months.....	\$91,997,353 11	\$102,106,196 65
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The exports from New York to foreign ports in the month of February, were:

	1871.	1872.
Domestic produce.....	\$18,259,723	\$16,746,878
Foreign free goods.....	29,805	272,341
Do. dutiable.....	450,214	895,950
Specie and bullion.....	4,022,066	972,657

Total exports.....	\$22,761,808	\$18,887,826
Do. exclusive of specie.....	18,739,742	17,915,169

The exports from New York to foreign ports for two months from January 1, were:

	1871.	1872.
Domestic produce.....	\$36,620,481	\$34,926,866
Foreign free goods.....	73,217	358,983
Do. dutiable.....	873,920	1,580,824
Specie and bullion.....	6,171,277	2,513,019

Total exports.....	\$43,748,895	\$39,379,192
Do. exclusive of specie.....	37,577,618	36,866,173

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1871.	1872.
6 months ending Jan. 1.....	\$107,654,919	\$119,604,290
January.....	18,837,876	18,951,904
February.....	18,739,742	17,915,169

Total produce.....	\$145,232,537	\$156,470,463
Add specie.....	47,522,152	24,823,943

Total exports.....	\$192,754,689	\$181,294,406
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Mr. Gitt, engineer, has completed the preliminary survey of a line from Waynesboro' for the proposed branch to connect with the Western Maryland. The line connects about three miles north of Smithburg, and is only six miles in length. The route will be easy of construction

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (In gold):													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,663
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	299,422	286,562	342,743	2,300,787
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,667	511,854	609,788	579,442	535,366	467,659	5,670,882
1870.....	418,104	394,176	488,333	633,758	768,714	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.....	536,498	485,490	680,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872.....	634,480	545,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	280,503	275,283	290,063	258,480	322,278	355,270	335,985	400,251	401,253	357,956	307,919	236,824	3,840,092
1867.....	222,241	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,095,163
1868.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	416,982	408,999	426,752	359,102	330,109	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,505,643
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,851	4,681,563
1871.....	316,087	342,897	348,039	348,039	408,686	408,669	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	343,550	342,369	384,372	393,654	465,780	466,582	535,842	520,278	505,904	459,576	463,056	369,420	5,257,315
1873.....	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	619,306	609,605	729,759	716,378	563,400	6,114,566
1865.....	482,164	541,005	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	523,566	399,917	523,845	537,619	568,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	674,664	674,664	765,398	774,280	806,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,190,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,171
1869.....	830,287	1,142,168	1,142,168	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467	13,355,467
1870.....	706,025	753,782	865,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871.....	655,428	774,941	787,641	1,094,101	952,899	851,346	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,991,808	10,991,808
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	103,969	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,995
1870.....	203,009	226,897	244,182	245,045	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	469,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	605,266	605,465	611,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,546,741
1867.....	547,120	524,871	447,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,326	889,967	931,580	685,401	681,041	7,167,629
1869.....	659,138	524,693	709,045	598,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870.....	623,383	661,789	601,326	655,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	618,055	618,055	606,845	588,661	695,446	739,989	714,554	834,208	855,845	761,964	719,909	.....	.....
1872.....	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,204,095
1869.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,522
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	369,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	324,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	363,187	326,891	378,880	467,990	511,447	453,873	397,827	4,755,958	4,755,958
1871.....	418,755	442,065	441,685	470,703	480,547	427,096	422,615	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,686	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	519,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,083,608
1868.....	469,228	321,203	333,508	436,412	566,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,571,640
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	734,732	1,040,102	801,195	496,565	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	377,571	483,884	667,367	658,018	451,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872.....	400,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,568	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	247,262	305,454	278,701	310,762	302,426	281,613	330,583	3,390,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,096	272,053	3,459,319
1868.....	211,973	231,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869.....	180,366	216,086	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	292,027	254,896	2,915,543
1870.....	196,787	218,234	253,065	249,987	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137	3,188,137
1871.....	245,982	258,564	384,599	243,650	222,263	189,241	211,352	238,989	325,379	330,991	.....	.....	.....
1872.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	264,273	249,349	18						

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND

Years ending	Length equi. single track	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding	Rate.	Payable.	Maturity	Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300			87,061	22,592	5	100	100	Albany:	40,000	7	J. & J.	18	...	
Sept. 30, '70	0.96			Albany st. Freight (B'ton) Mass.	47,765	75,000		1,136	2,654	567		100	100	1st Mortgage.....	604,000	7	J. & J.	1872	...	
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500			12,733	1,886		100	100	Broadway (Brooklyn):	100,000	7	J. & J.	1881	...	
Sept. 30, '70	31.00	479	73	Baltimore City..... Md.	1,975,049	900,000	694,000	29,500	480,048		6	100	100	Broadway and 7th Avenue:	500,000	7	J. & D.	1884	...	
Sept. 30, '70	23.00	412	53	Bleek. st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			318,259	54,828		100	100	1st Mortgage.....	80,000	7	J. & J.	18	...	
Sept. 30, '70	3.36			Boston and Chelsea..... Mass.	41,000	41,000			4,400	4,004	4	100	100	Brooklyn, Bath & Coney I.:	300,000	7	J. & J.	1882	...	
Sept. 30, '70	2.75			Boston & West Roxbury Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	Brooklyn City:	379,000	7	M. & N.	1878	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	685,894	2,000,000	1,500,000	100,000	707,983	242,248	6	100	100	Bklyn City, Hun. Pt. & P.P.:	800,000	7	J. & J.	1890	...	
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	180,855	170,000	80,000	91	35,942	8,514		100	100	1st Mortgage.....	200,000	7	J. & J.	1875	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney L.N.Y.	2,022,878	1,500,000	300,000	166,350	1,324,984	115,633	12.0	100	100	Brooklyn and Jamaica:	84,500	7	J. & J.	18	...	
Sept. 30, '70	72.00	1412	297	Brooklyn City..... N.Y.	685,894	300,000	379,000	30,445	166,955	24,058		100	100	1st Mortgage.....	341,500	7	J. & D.	1881	...	
Sept. 30, '70	24.33	211	49	Brooklyn City, Hun. P. & P.N.Y.	180,855	170,000	80,000	91	35,942	8,514		100	100	Brooklyn & Rockaway B'ch:	20,000	7	J. & J.	1875	...	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown N.Y.	600,000	900,000		24,048	150,922	25,653		100	100	1st Mortgage.....	100,000	7	J. & J.	1887	...	
Sept. 30, '70	6.00			B'klyn Flatb. & Coney Isl. N.Y.	108,000	180,000	100,000	(Open Oct. 1, 1870.)				100	100	Brooklyn & Rockaway B'ch:	20,000	7	J. & J.	1875	...	
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica..... N.Y.	1,238,100	488,100	800,000					100	100	1st Mortgage.....	84,500	7	J. & J.	18	...	
Sept. 30, '70	4.50			Brooklyn & Rockaway B'h. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241		100	100	Buffalo street:	341,500	7	J. & D.	1881	...	
Sept. 30, '70	15.21	182	52	Buffalo street..... N.Y.	415,121	73,000	341,464	14,927	164,622	19,466		100	100	1st Mortgage.....	150,000	6	J. & J.	1883	...	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)..... N.Y.	319,171	302,000	62,000	1,938	124,372	35,910	7	100	100	Cambridge (Boston):	160,000	6	J. & J.	1883	...	
Sept. 30, '70	27.43			Cambridge (Boston)..... Mass.	734,671	727,800	150,000	74			9.0	100	100	1st Mortgage.....	628,000	7	J. & J.	1874	...	
Sept. 30, '70	3.26	20	4	Central City (Syracuse)..... N.Y.	29,334	21,130	6,000		18,735	5,035	10	100	100	Central Park, N. & E. River:	50,000	7	J. & J.	1879	...	
Sept. 30, '70	36.00	761	141	Cent. P. N. & E.R. (N.Y.C.) N.Y.	1,629,178	1,068,400	628,000	60,199	618,136	56,485		100	100	1st Mortgage.....	214,000	7	J. & J.	1873	...	
Oct. 31, '70	7.25	20	50	Citizens' (10th & 11th sts.) Ph.) Pa.	207,264	192,750			251,773	76,780	36.3	50	19	Citizens' (Pittsburg):	50,000	7	J. & J.	1879	...	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)..... Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	14	Coney Island and Brooklyn:	700,000	7	J. & J.	18	...	
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn)..... N.Y.	647,363	500,000	214,000	39,238	147,669	17,414		100	100	D. Dock, E. B'dw. & Battery:	203,000	7	J. & J.	18	...	
Sept. 30, '70	22.79	109	109	Dry Dock, E.B. & E. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100	1st Mortgage.....	187,500	7	J. & J.	1877	...	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia..... N.Y.	42,551	34,825			8,544	4,106	7	100	100	Frankford and Southwark:	250,000	7	J. & J.	1877	...	
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241		100	100	1st Mortgage.....	250,000	7	J. & J.	1877	...	
Oct. 31, '70	1.63	12	3	Easton and St. Easton..... Pa.	25,230	29,652			9,799	2,577	5.0	25	20	2d mortgage.....	100,000	7	J. & J.	1877	...	
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	Green and Cones (Phila.):	90,000	7	J. & J.	18	...	
Dec. 31, '70	6.00			Elizabeth & Newark..... N.J.	224,749	206,000		24,738	34,986	11,129	5.5	100	100	1st Mortgage.....	138,000	7	J. & J.	1877	...	
Oct. 31, '70	2.27	19	5	Erie City..... Pa.	32,291	19,807	20,296		16,143			50	9	Real Estate.....	65,000	7	var.	var.	...	
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)..... N.Y.	44,763	29,335	10,000		12,327	2,185		100	100	Frankford and Southwark:	187,500	7	J. & J.	1877	...	
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. (N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.0	100	100	1st Mortgage.....	250,000	7	J. & J.	1877	...	
Oct. 31, '70	17.04	201	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,605	36,639	6.0	50	49	Frankford and Southwark:	187,500	7	J. & J.	1877	...	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700		13,508	1,139		100	100	1st Mortgage.....	250,000	7	J. & J.	1877	...	
Nov. 30, '70	34.25	360	60	Germantown (Phila.)..... Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	Germantown:	187,500	7	J. & J.	1877	...	
Oct. 31, '70	6.40	155	25	Girard College (Phila.)..... Pa.	174,657	170,000	90,000		89,627	8,196	2	100	100	1st Mortgage.....	250,000	7	J. & J.	1877	...	
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (B'kn) N.Y.	270,000	170,000	90,000		89,627	8,196	2	100	100	Green and Cones (Phila.):	100,000	7	J. & J.	1878	...	
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	1st Mortgage.....	100,000	7	J. & J.	1878	...	
Sept. 30, '70	10.00	112	24	Harlin Br. Morr. & F'dham N.Y.	290,682	114,010	134,000	4,000	74,945	7,994		100	100	Grand st. and Newtown:	90,000	7	J. & J.	18	...	
Oct. 31, '70	2.14	11	3	Harrisburg City..... Pa.	60,249	41,995	12,864	1,240	6,997	2		25	24	1st Mortgage.....	100,000	7	J. & J.	18	...	
Oct. 31, '70	14.10	336	56	Heat, Mant. & F'mount (Ph.) Pa.	471,248	306,338	164,400	1,000	292,890	49,315	6.5	50	7	Harl. Br. Morris's & Fordh:	138,000	7	J. & J.	1877	...	
Sept. 30, '70	3.56	27	9	Kingston and Rondout..... N.Y.	79,835	75,000			22,120	3,252		100	100	1st Mortgage.....	25,900	7	J. & J.	1874	...	
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201		25	10	Hestonv, Mantua & Fairm:	25,900	7	J. & J.	1874	...	
Sept. 30, '70	3.82	50	9	Lowell House..... Mass.	49,180	55,830			26,181	2,431		100	100	1st Mortgage.....	62,500	7	J. & J.	1883	...	
Sept. 30, '70	1.75	239	35	Lynn and Boston..... Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100	Lombard and South st. (Ph.)	62,500	7	J. & J.	1883	...	
Sept. 30, '70	3.41			Malden and Melrose (B'tn) Mass.	60,246	200,000	45,872		16,740	Loss.		100	100	1st Mortgage.....	50,000	7	J. & J.	1889	...	
Sept. 30, '70	0.91			Marginal Freight (Boston) Mass.	191,834	191,500		46,454	1,144			100	100	Lynn and Boston:	50,000	7	J. & J.	1889	...	
Sept. 30, '70	3.07			Medford & Charleat. (B'tn) Mass.	36,000	21,000	4,000		1,120			100	100	1st Mortgage.....	45,872	6	A. & O.	1890	...	
Sept. 30, '70	4.88	43	6	Merrimack Valley..... Mass.	42,206	50,000		6,174	23,375			100	100	Malden and Melrose:	45,872	6	A. & O.	1890	...	
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.0	100	100	1st Mortgage.....	100,000	6	J. & D.	1884	...	
Sept. 30, '70	7.29	247	40	Middlesex (Boston).....																

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	100	J. & J.	Jan. '72 34	Little Miami.	50	J. A. J. O.	Jan. '72 2	Warren (N. J.)	100	J. & D.	Dec. '71 34
Allegheny Valley	50	J. & J.	July '71 4	Little Schuylkill.	50	J. & J.	Jan. '72 34	Warwick Valley	100	A. & O.	Oct. '71 24
Atlanta and West Point.	100	J. & J.	July '71 4	Long Island.	50	M. & S.	Sept. '71 3	West Jersey.	100	F. & A.	Feb. '72 3
Atlantic and Gulf	100	J. & J.	July '71 34	Louisv., Cin. and Lex.	50	J. & J.	July '69 3	Winchester & Potomac.	100	J. & J.	Jan. '72 3
Atlantic and St. Law.	100	M. & S.	Sept. '71 2	Louisville & Nashville.	100	F. & A.	Feb. '72 4	Winchester & Strasburg.	100	J. & J.	Jan. '72 34
Atlantic and Maine.	100	A. & O.	Oct. '71 14	Louisv., N. Alb. & Chi.	100	J. & D.	Feb. '70 3	Worcester and Nashua.	75	J. & J.	Jan. '72 34
Avon, Genesee & Mt. M.	100	A. & O.	Oct. '71 14	Lowell and Lawrence.	100	A. & O.	Oct. '71 3				
Baltimore and Ohio.	100	A. & O.	Oct. '71 5	Lykens Valley.	20	F. M. A. N.	Feb. '72 24				
Washington Br.	100	A. & O.	Oct. '71 5	Macon and Western.	100	J. & D.	Dec. '71 5				
Parkersburg Br. pref.	50	A. & O.	Oct. '71 5	Maine Central.	100	M. & N.	Nov. '71 5				
Berkshire.	100	J. A. J. O.	Jan. '72 14	Manchester and Law.	100	M. & N.	Nov. '71 5				
Blossburg & Corning.	50	J. & D.	Dec. '71 24	Marietta & Cincinnati.	50	M. & S.	Sept. '66 34				
Boston and Albany.	100	M. & N.	Nov. '71 5	" 1st pref.	50	M. & S.	Sept. '66 34				
Bos., Cin. & Fitch. pref.	50	J. & J.	July '71 3	" 2d pref.	50	M. & S.	Sept. '66 34				
Agricultural Br. guar.	100	J. & J.	July '71 3	Massachusetts.	100	F. & A.	Feb. '72 3				
Bost., Ounc. & Mont. pref.	100	M. & N.	Nov. '71 3	Memphis & Charleston.	25	J. & D.	Jan. '69 3				
Boston and Lowell.	500	J. & J.	Jan. '72 4	Michigan Central.	100	J. & J.	Jan. '72 5				
Boston and Maine.	100	M. & N.	Nov. '71 5	Mill Creek & Minehill.	50	J. & J.	Jan. '72 5				
Boston and Providence.	100	M. & N.	Nov. '71 5	Milwaukee and St. Paul.	100	J. & J.	Dec. '70 74				
Buffalo, N. Y. and Erie.	100	J. & D.	Dec. '71 34	" pref.	100	J. & J.	Dec. '70 74				
Burlington and Mo. Riv.	100	J. & J.	Jan. '72 4	M. Hill & Seney. Hav.	50	J. & J.	Jan. '72 4				
" pref.	100	J. & J.	Jan. '72 4	Morris and Essex.	50	J. & D.	Dec. '71 34				
Camden and Amboy.	100	J. A. J. O.	Apr. '72 24	Nashua and Lowell.	100	M. & N.	Nov. '71 5				
Camden and Atlantic.	50	J. & D.	Dec. '71 3	Naugatuck.	100	F. & A.	Feb. '71 5				
" pref.	50	J. & D.	Dec. '71 3	Nesquehoning Valley.	50	M. & S.	Mar. '72 5				
Cape Cod.	50	J. & J.	Jan. '72 24	Newark and N. York.	100	J. & J.	Jan. '72 34				
Cape May and Millville.	50	J. & D.	Dec. '71 3	N. Bedford & Taunton.	100	M. & N.	July '71 4				
Catawba and Fitch.	50	Novemb.	Nov. '71 6	N. Castle & Beaver Val.	50	J. & J.	Aug. '69 12				
Catawba.	50	M. & N.	Nov. '71 34	N. Haven & Northamp.	100	J. A. J. O.	Jan. '72 24				
" pref.	50	M. & N.	Nov. '71 34	New Jersey.	100	J. A. J. O.	Apr. '72 24				
Cayuga and Susq.	50	J. & J.	July '71 4	New London Northern.	100	J. & J.	Jan. '72 4				
Cedar Rapids & Mo. R.	100	F. & A.	Aug. '71 14	N. Y. Cen. & Hudson R.	100	A. & O.	Apr. '72 4				
" pref.	100	F. & A.	Aug. '71 14	" Certif.	100	A. & O.	Apr. '72 4				
Central of Georgia.	100	J. & D.	Dec. '71 5	New York and Harlem.	100	J. & J.	Jan. '72 4				
Central of New Jersey.	100	J. A. J. O.	Apr. '72 34	" pref.	100	J. & J.	Jan. '72 4				
Central Ohio.	50	J. & D.	Dec. '71 3	N. York & New Haven.	100	J. & J.	Jan. '72 5				
" pref.	50	J. & D.	Dec. '71 3	N. Y. Provid. & Boston.	100	J. & J.	Jan. '72 4				
Chemung.	100	J. A. J. O.	Jan. '72 14	Nieg. Bridge & Canand.	100	J. & J.	Jan. '72 3				
Cheshire, preferred.	100	J. & J.	Jan. '72 2	North Carolina.	100	Irregular.	July '71 3				
Chesapeake and Alton.	100	M. & S.	Mar. '72 5	N. Eastern (N. C.) pref.	100	M. & N.	May '67 4				
" pref.	100	M. & S.	Mar. '72 5	North Pennsylvania.	50	J. & J.	Jan. '72 54				
Chicago, Burl. & Quincy.	100	M. & S.	Mar. '72 5	Northern Central.	100	M. & N.	Nov. '71 3				
Chicago, Iowa & Nebras.	100	J. & J.	Jan. '72 5	Northern N. Hampsh.	100	J. & D.	Dec. '71 4				
Chicago & N. Western.	100	J. & D.	June '71 5	Northern New Jersey.	100	J. & J.	Jan. '72 4				
" pref.	100	J. & D.	Dec. '71 34	Norwich & Worcester.	100	F. & A.	Jan. '72 5				
Ohio, R. I. & Pacific.	100	A. & O.	Apr. '72 4	Ogdensb. & L. Champ.	100	J. & J.	Jan. '71 34				
Cin. Ham. & Dayton.	100	A. & O.	Apr. '72 4	" pref.	100	A. & O.	Apr. '72 4				
Cin. Sand. and Clev.	50	M. & N.	Nov. '71 3	Ohio and Mississippi.	100	J. & D.	Dec. '71 34				
" pref.	50	M. & N.	Nov. '71 3	Oil Cr. & Allegheny R.	50	J. A. J. O.	Jan. '72 24				
Clev. Col. Cin. & Ind.	100	F. & A.	Feb. '72 34	Old Colony & Newport.	100	J. & J.	Jan. '72 3				
Cleveland & Mahoning.	50	M. & N.	Nov. '71 34	Oswego and Syracuse.	100	F. & A.	Feb. '72 4				
Cleveland & Pittsburg.	50	F. M. A. N.	Feb. '72 24	Pacific of Missouri.	100	J. & J.	Jan. '72 3				
Col. Chic. & Ind. Cen.	100	J. A. J. O.	Jan. '72 24	Panama.	100	J. A. J. O.	Jan. '72 3				
Columbus and Xenia.	50	M. J. S. D.	Mar. '72 2	Paterson and Hudson.	100	J. & J.	Jan. '72 4				
Colum. & Hocking Val.	100	M. & N.	Nov. '71 5	Paterson and Newark.	100	J. & J.	Jan. '72 4				
Concord.	100	M. & N.	Nov. '71 5	Paterson and Ramapo.	100	J. & J.	Jan. '72 4				
Concord and Ports.	100	J. & J.	Jan. '72 34	Pember. & Hightstown.	50	J. & J.	Jan. '72 4				
Conn. & Passun p. Riv.	100	F. & A.	Feb. '72 3	Pennsylvania.	100	M. & N.	Nov. '71 5				
Connecticut River.	100	J. & J.	Jan. '72 5	Peoria & Bureau Val.	100	F. & A.	Feb. '72 4				
Cooperstown and Susq.	100	J. & J.	Jan. '72 2	Philadelphia and Erie.	50	J. & J.	Jan. '72 4				
Cumberland and York.	100	A. & O.	Oct. '71 4	" pref.	50	J. & J.	Jan. '72 4				
Danbury and Newfalls.	50	M. J. S. D.	Mar. '72 2	Phil. Ger. & Norristown.	50	M. J. S. D.	Mar. '72 3				
Dan. Lackaw. & West.	50	J. & J.	Jan. '72 5	Philadelphia & Reading.	100	J. & J.	Jan. '72 5				
Detroit & Milwaukee.	50	J. & J.	Jan. '72 2	Phila. and Trenton.	100	J. A. J. O.	Apr. '72 24				
" pref.	50	J. & J.	Jan. '72 2	Phila. W. & Balt.	50	J. & J.	Jan. '72 4				
Dubuque & Sioux City.	100	J. & J.	Jan. '72 2	Pittab. Ft. W. & Chi.	100	J. A. J. O.	Apr. '72 14				
East Pennsylvania.	100	J. & J.	Jan. '72 4	" Special Imp.	100	J. A. J. O.	Apr. '72 14				
East Mahoning.	50	J. & J.	Jan. '72 3	Pittsfield & N. Adams.	100	J. & J.	Jan. '72 3				
Eastern (Mass.)	100	J. & J.	July '71 4	Portland and Keenebec.	100	J. & J.	Jan. '72 3				
Eastern (N. H.)	100	J. & J.	July '71 4	Yarmouth certificates.	100	A. & O.	Oct. '71 3				
Elmira, Jof. & Canand.	100	F. & A.	Feb. '72 24	Portl. Saco & Portem.	100	J. & J.	Jan. '72 5				
Elmira & Williamsport.	50	M. & N.	Nov. '71 24	Providence & Worcester.	100	J. & J.	Jan. '72 5				
" pref.	50	J. & J.	Jan. '72 34	Raleigh and Gaston.	100	J. & J.	July '71 6				
Erie Railway.	100	F. & A.	Feb. '66 4	Rensselaer & Saratoga.	100	A. & O.	Jan. '72 34				
" pref.	100	F. & A.	Jan. '72 34	Roch. & Genesee Val.	100	J. & J.	Jan. '72 3				
Erie and Pittsburg.	50	M. J. S. D.	Dec. '71 14	Rome, Watert. and Ogd.	100	J. & J.	Jan. '72 3				
Fitchburg.	100	J. & J.	Jan. '72 4	Rutland.	100	F. & A.	Feb. '72 34				
Georgia.	100	J. & J.	Jan. '72 4	" preferred.	100	J. & J.	July '71 2				
Grand River Val. guar.	100	A. & O.	Oct. '71 24	St. Croix and Penobscot.	100	J. & J.	July '71 2				
Grand Trunk (Can.)	100	A. & O.	Oct. '71 24	St. L. Alt. & T. Haute.	100	J. & J.	July '71 2				
Great Western (Can.)	100	F. & A.	Aug. '70 34	" pref.	100	J. & J.	July '71 2				
Hannibal & St. Joseph.	100	F. & A.	Aug. '70 7	Saratoga and Schenec.	100	A. & O.	May '67 7				
" pref.	100	M. & N.	Nov. '71 5	Schuylkill Valley.	50	J. & J.	Oct. '71 34				
Hanover Branch. (Can.)	50	M. & N.	Nov. '71 5	Seaboard and Roanoke.	100	F. & A.	Aug. '71 3				
Harlem Extension.	100	J. & J.	Jan. '72 34	Shamokin V. & Potomac.	50	J. & J.	Aug. '71 3				
Harlemburg & Lancaster.	50	J. & J.	Jan. '72 34	Shore Line.	100	F. & A.	Jan. '72 34				
Hartford & New Haven.	100	J. A. J. O.	Apr. '72 3	South Branch (N. J.)	100	J. & J.	Jan. '72 3				
" scrip.	50	J. A. J. O.	Apr. '72 3	South Carolina.	100	J. & J.	Feb. '72 1				
Housatonic, pref.	100	J. & J.	Jan. '72 5	South Western (Ga.)	100	F. & A.	Feb. '72 1				
Huntingdon & Bd Top.	50	J. & J.	July '69 34	Staten Island.	100	J. & J.	Feb. '72 4				
" pref.	50	J. & J.	July '69 34	Stockbridge and Pitts.	100	J. & J.	Feb. '72 4				
Illinois Central.	100	F. & A.	Feb. '72 5	Stony Brook.	100	M. & N.	Nov. '71 3				
Indianapolis, Cin. & Laf.	100	M. & S.	Sept. '71 5	Summit Branch.	50	F. & A.	Feb. '72 3				
Iowa Falls & Sioux City.	100	J. & J.	Jan. '72 4	Sussex (N. J.)	100	J. & J.	Jan. '72 24				
Jefferson, Mad. & Ind.	100	J. & J.	Jan. '72 4	Syr. Bingham. & N. Y.	100	J. & J.	Jan. '72 24				
Joliet and Chicago.	100	J. A. J. O.	Jan. '72 14	Taunton Branch.	100	J. & J.	Jan. '72 4				
Joliet & North Indiana.	100	J. & J.	Jan. '72 4	Terre Haute & Indiana.	100	J. & J.	Jan. '72 4				
Lake Shore & Mich. So.	100	F. & A.	Feb. '72 4	Tol. Peo. & War. pref.	100	J. & J.	Jan. '72 4				
" (guar.)	50	F. & A.	Aug. '71 5	Tol. Wab. & West. pref.	100	M. & N.	May '70 34				
Lawrence.	50	J. & J.	Jan. '72 3	Troy and Greenbush.	100	J. & D.	Feb. '71 34				
Leeds and Farmington.	50	J. & J.	Jan. '72 3	Utica and Black River.	100	J. & D.	Dec. '71 4				
Lehigh & Susquehanna.	50	M. & N.	May '67 8	Vermont and Canada.	100	J. & J.	July '71 3				
Lehigh Valley.	50	J. A. J. O.	Apr. '72 34	Vermont and Mass.	100	J. & J.	July '71 3				

CANALS.

Chesapeake and Delaware	50	J. & D.	Dec. '71 3
Chesapeake and Ohio	25	J. & D.	Feb. '72 4
Delaware Division	50	F. & A.	Feb. '72 5
Delaware and Hudson	100	F. & A.	Feb. '72 5
Delaware and Raritan	100	J. A. J. O.	Apr. '72 24
Erie of Pennsylvania	50	J. & J.	Jan. '72 4
Lehigh Coal & Navigat.	50	M. & N.	May '67 3
Monongahela Navigat.	50	J. & J.	July '71 6
Morris (consolidated)	100	F. & A.	Feb. '72 2
" (preferred)	100	F. & A.	Feb. '72 5
Pennsylvania	50	J. & J.	Jan. '72 4
Schuyl. Nav. (common)	50	F. & A.	Feb. '72 25c
" (pref.)	50	F. & A.	Feb. '72 50c
Susq. and Tide Water	50	J. & J.	Jan. '72 5
Union	50	J. & J.	Jan. '72 5
" preferred	50	J. & J.	Jan. '72 5
W. Branch and Susq.	50	J. & J.	Jan. '72 5

MISCELLANEOUS.

Adams Express.....	100	10,000,000	M. J. S. D.	Mar. '72 2
American Coal.....	25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.....	16	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....	50	2,600,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship.....	100	4,000,000	M. J. S. D.	Dec. '67 24
Brunswick City.....	100	1,000,000	J. & —	Dec. '67 24
Butler Coal.....	25	500,000	J. & D.	Dec. '69 850
Canton.....	104	731,280	—	—
Consolidation (Md.) Coal.....	100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.....	100	500,000	—	—
Maryland Coal.....	100	4,400,000	J. & D.	Apr. '73 5
Mariposa Gold.....	100	2,836,600	—	Dec. '70 3
“ pref.....	100	8,668,400	—	—
“ certifi.....	100	7,324,000	J. & J.	—
Pacific Mail Steamship.....	100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel.	25	8,000,000	—	—
Pennsylvania Coal.....	50	4,000,000	F. M. & N.	Feb. '72 5
Pullman Palace Car.....	100	4,000,000	F. M. & N.	Feb. '71 5
Quicksilver, common.....	100	8,700,000	—	—
“ preferred.....	100	4,300,000	—	—
Spring Mountain Coal.....	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....	70	1,000,000	—	—
Union Trust.....	100	1,000,000	J. & J.	Jan. '72 5
United States Express.....	100	6,000,000	F. M. & N.	Nov. '69 31
United States Trust.....	100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp.....	100	6,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.....	100	38,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....	100	3,400,000	M. & N.	Nov. '69 1
Wyoming Valley Coal.....	100	1,250,000	F. & A.	Aug. '69 1

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							Interest.											Interest.			
		Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.							Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.			
National Securities Mar. 1, 1872.																					
Loan of June 14, 1858.....	registered	\$8,045,000	5	Jan. & July.	1874	109 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890										
.. coupon		13,955,000	5	"	1874	110	.. .. Defense Loan Bonds.....	3,651,398	5	"	1883	106								
Loan of February 8, 1861.....	registered	13,731,000	5	Jan. & July.	1880	114 1/2	.. .. Southern Relief Bonds.....	100,000	5	"	1873									
.. coupon		4,684,000	5	"	1880	115 1/2	Massachusetts—State Scrip.....	324,000	5	Jan. & July.	1874-75										
Oregon War Bonds of March 2, 1861.....	coupon	945,000	5	Jan. & July.	1881	109 1/2	.. .. ..	276,000	5	April & Oct.	1873-74									
Loan of July 1, and Aug. 3, 1861.....	registered	126,137,100	5	Jan. & July.	1881	114	.. .. ..	320,000	5	May & Nov.	1872-80	98								
.. coupon		64,184,100	5	"	1881	115 1/2	.. .. ..	133,000	5	June & Dec.	1872-77	108								
Loan of Feb. 25, 1862 (5-20s).....	registered	41,678,800	5	May & Nov.	1882	111 1/2	.. .. Union Fund Loan of 1861.....	3,000,000	5	Jan. & July.	1871-76									
.. coupon		305,888,350	5	"	1882	112 1/2	.. .. .. of 1863.....	600,000	5	"	1877-78									
Loan of March 3, 1862.....	registered	53,383,100	5	Jan. & July.	1881	114	.. .. Coast Defense Loan.....	888,000	5	"	1883									
.. coupon		21,616,900	5	"	1881	115 1/2	.. .. Bounty Loan of 1863.....	200,000	5	"	1883	98								
Loan of March 3, 1864 (5-20s).....	registered	2,476,500	5	May & Nov.	1884	112	.. .. .. of 1864.....	4,379,560	5	May & Nov.	1894	99								
.. coupon		40,682,350	5	May & Nov.	1884	112	.. .. .. (stg.).....	4,000,744	5	"	1894									
.. coupon		40,640,160	5	"	1884	112	.. .. War Loan (cur. 6-20 yr.).....	3,605,000	5	Mar. & Sept.	1886	100								
Loan of March 3, 1865 (5-20s).....	registered	42,677,350	5	May & Nov.	1885	111 1/2	.. .. Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871									
.. coupon		120,192,350	5	"	1885	112 1/2	.. .. T. & G. R. R. & Hoosac T. stg.....	3,606,580	5	"	1889-90	97								
.. .. 2d series (5-20s).....	registered	3,844,100	5	Jan. & July.	1885	110 1/2	.. .. ..	966,500	5	"	191-98	97								
.. coupon		165,792,100	5	"	1885	112	.. .. Southern Vermont R. R.....	200,000	5	"	1890									
.. .. 3d series (5-20s).....	registered	91,679,800	5	Jan. & July.	1887	112	.. .. Eastern R. R.....	50,000	5	Jan. & July.	1871									
.. coupon		229,295,450	5	"	1887	112 1/2	.. .. Norwich & Worcester.....	400,000	5	"	1877									
.. .. 4th series (5-20s).....	registered	12,914,000	5	Jan. & July.	1888	112 1/2	.. .. Bos., Hartf. & Erie (stg.).....	3,699,024	5	"	1900									
.. coupon		26,352,000	5	"	1888	113	Michigan—Renewal Loan Bonds.....	160,000	5	"	1878										
Loan of March 3, 1864, (10-40s).....	registered	158,991,900	5	Mar. & Sept.	1904	108	.. .. Two Million Loan Bonds.....	1,621,000	5	"	1873-83									
.. coupon		56,475,400	5	"	1904	108	.. .. War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890									
Consols of July 14, '70 & Jan. 20, '71.....	registered	117,480,950	5	F. M. A. & N.	1881	107 1/2	.. .. Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879	100								
.. coupon		50,351,450	5	"	1881	109 1/2	Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	1871-79										
Consols registered			4 1/2	F. M. A. & N.	1886		.. .. Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872									
Consols coupon			4 1/2	"	1886		.. .. Railroad Loan Bonds.....	2,275,000	7	"	1883									
Consols coupon			4	F. M. A. & N.	1901		Mississippi—State Bonds (for banks).....	2,000,000	6	"	1888										
Dem. Cer. of Mar. 2 '67, and July 25, '68, (cur.)		19,140,000	3	"	1901		.. .. State Bonds proper.....	438,000	6	Jan. & July.	1883									
Navy Pension Fund of July 23, 1868..... (cur.)		14,000,000	3	"	1901		.. .. Interest Bonds of 1868.....	2,727,000	6	"	1888									
Certificates of Indebtedness 1870..... (cur.)		678,000	3	"	1876		.. .. Railroad Loans.....	13,112,000	6	"	1888									
Pacific R. R. Bonds..... (currency)		64,623,612	6	Jan. & July.	'96-'99	115 1/2	.. .. South Pacific, guar.....	1,589,000	7	"	1876	99								
U. S. Notes and Fractional Currency.....		399,932,402	nd.	"	"	"	.. .. Hannibal and St. Joseph.....	3,000,000	6	"	1878-87	93								
State Securities, latest dates.																					
Alabama—State Bonds (original).....		168,000	5	May & Nov.	1872	66	Nebraska—(No Debt).....	500,000	15	Jan. & July.	1872										
.. (extended).....		2,414,800	5	"	'83-'86		Nevada—State Loan Bonds.....	899,200	6	"	1878										
.. (sterling).....		688,000	5	June 1.	1870		.. .. .. of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	1848-89	100								
.. (" extended).....		82,500	5	Jan. & July.	1886		.. .. .. of Oct. 1, 1866.....	1,000,000	6	Apr. & Oct.	1871-74	100								
.. (").....		712,800	5	"	1886		New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	1871-84	100									
.. (new).....		1,318,700	5	"	'86-'88	83	.. .. .. of 1863 (free).....	1,002,900	6	"	'86-'96	105 1/2								
Arkansas—State Bonds (refunded).....		3,000,000	6	Jan. & July.	1899	54	.. .. .. of 1864.....	593,400	6	"	'97-'02	105 1/2								
.. .. (Aid R. R's).....		3,000,000	7	April & Oct.	1900		New York—Bounty Fund Stocks.....	1,478,000	7	"	1877	107 1/2									
California—Civil Bonds of 1867.....		2,138,000	7	Jan. & July.	1877	112	.. .. Bonds.....	21,989,000	7	"	1877	107 1/2								
.. .. 1860.....		138,500	7	"	1880		.. .. General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	107 1/2								
.. .. Relief Fund Bonds of 1863.....		424,500	7	"	1883		.. .. ..	800,000	6	"	1878									
.. .. Bounty Fund Bonds of 1864.....		805,000	7	"	1874		.. .. ..	348,000	5	"	pleas.	101								
.. .. Central Pacific R. R. Loan of 1865		1,500,000	7	"	'82		.. .. ..	900,000	5	"	1875									
Connecticut—War Bonds, of 1861, (10-20s).....			6	Jan. & July.	'81-'82	100 1/2	.. .. Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106 1/2								
.. of 1863, (20s).....			6	"	1883	100 1/2	.. .. ..	5,150,100	6	"	1873	106								
.. of 1864, (10-20s).....		5,927,000	6	April & Oct.	1884	101	.. .. ..	2,099,000	6	"	1874	106 1/2								
.. of 1865, (20s) free.....			6	"	1885		.. .. ..	473,000	6	"	1875	106								
.. .. (various) registered		867,500	6	Various.	Var.		.. .. ..	880,000	5	"	1877	100								
Florida—State Bonds 1868.....		300,000	6	Jan. & July.	1898		.. .. ..	1,106,420	5	"	1874									
.. .. 1869.....		200,000	6	"	1889		North Carolina—State Bonds for R. R. (old).....	4,738,900	6	Jan. & July.	1871-91	36									
.. .. Railroad Loans \$16,000 per mile.....			6	"	1889		.. .. (old).....	3,639,400	6	April & Oct.	1871-91									
Georgia—W. & Atl. R. R. 1841 to 1844.....		1,023,000	6	Various.	'71-'74		.. .. State Bonds for R. R. (new).....	2,626,000	6	Jan. & July.	1872-98	23								
.. .. " " " 1842 to 1848.....		273,000	7	Various.	'72-'74	88	.. .. (new).....	1,739,000	6	April & Oct.	1872-98									
.. .. Atl. and Gulf R. R. 1858 to 1866.....		800,000	6	Feb. & Aug.	'78-'86	83	.. .. Funding &c. Bonds of '66-'68.....	2,800,400	6	Jan. & July.	1899	27								
.. .. Bonds (Act March 12, 1865).....		3,700,000	7	Jan. & July.	1886		.. .. Special Tax Bonds.....	11,407,000	6	"	1899									
Illinois—Interest Bonds of 1847.....		980,694	6	"	1877	100 1/2	Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16 1/2									
.. .. Stock of 1867.....		134,311	6	"	1877		.. .. ..	1,600,000	6	"	1875	101								
.. .. Refunded Stock Bonds.....		348,000	6	"	Var.		.. .. ..	4,096,329	6	"	1881	101								
.. .. Normal University Bonds.....		45,000	6	"	1879		.. .. ..	2,400,000	6	"	1886	101 1/2								
.. .. Thorton Loan Bonds.....		108,000	6	Mar. & Sept.	1879		.. .. Union Loan (Columbus).....	386,975	6	May & Nov.	1871									
.. .. War Loan Bonds.....		416,800	6	Jan. & July.	1879		Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	1874-84	96									
Indiana—State Bonds.....		204,000	5	"	1866		Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	97									
.. .. War Loan Bonds.....		300,000	5	May & Nov.	1888		.. .. ..	4,731,300	5	"	1872	97								
Iowa—War and Defense Bonds of 1861.....		300,000	7	Jan. & July.	1881		.. .. ..	90,400	5	"	1877	101								
Kansas—State Bonds.....		100,675	6	"	'83-'84		.. .. ..	7,890,550	5	"	1877	96 1/2								
.. .. military.....		1,069,500	7	"	'76-'79		.. .. ..	726,950	5	"	1882	90								
Kentucky—State Bonds of 1841-'42.....		176,000	7	"	1889		.. .. Inclined Plane Loan.....	9,237,050	6	April & Oct.	1879	108								
.. of 1843.....		913,000	5	April & Oct.	'71-'72	99 1/2	.. .. Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107								
.. military.....		180,000	5	"	1873		.. .. State Stocks (old).....	384,000	5	Jan. & July.	1882	101 1/2								
Louisiana—Charity Hospital.....		309,300	6	Various.	1896		.. .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104								
.. .. State Bonds, general.....		86,000	5	Mar. & Sept.	1872		.. .. (old).....	112,000	4 1/2	Jan. & July.	1882	104								
.. .. Railroad Bonds.....		750,000	5	Jan. & July.	1893	60	Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100									
.. .. Levee Bonds 1865.....		2,052,000	5	Various.	70-'79		.. .. .. of 1863.....	736,000	6	Jan. & July.	1883	100								
.. 1870.....		1,000,000	5	Various.	'68-'69	69	.. .. .. of 1864.....	239,000	6	April & Oct.	1883									
.. 1870.....		4,000,000	5	May & Nov.	1907	62 1/2	.. .. .. of 1864.....	841,000	6	Feb. & Aug.	1894									
.. .. Funded coupons 1869.....		907,300	5	Mar. & Sept.	1875	85	South Carolina—Fire Loan of Stock 1838.....	303,343	5	Jan. & July.	1870										
.. .. Funded Floating Debt.....		3,000,000	5	Jan. & July.	'84-'88		.. .. bonds (stg.).....	484,445	5	"	1898									
.. .. Ship Canal Bonds of 1869.....		474,000	6	May & Nov.	1910	62	.. .. Blue Ridge R. R. bonds of '64.....	970,000	5	"	'74-'76	52								
.. .. Penitentiary Bonds of 1869.....		500,000	7 1/2	Mar. & Sept.	1899		.. .. State Capital bonds.....	1,997,738	5	"	'71-'90									
.. .. N. La. & Tex. R. R. Bonds of 1869		546,000	7	"	1909		.. .. Funded Debt of 1866 & coup.....	1,431,700	5	"	'87-'97	38								
Maine—State Bonds.....		301,000	5	April & Oct.	1909	92 1/2	.. .. Conversion Bonds of 1869.....	1,265,900	6	J. A. J. & O.	1888									
.. .. War Loan of April 25, 1861.....		800,000																			

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" " "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" " "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	94½
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	105½	Burlington and Missouri River.						
2d Mortgage, 1866.....	2,000,000	7	April & Oct.	" "	1885	100½	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
3d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds " "	1,999,380	8	" " "	" "	1878	....
Albany City Loan, 1865.....	1,000,000	6	" " "	" "	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879	100
Allegheny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	" "	1889	....
1st General Mortgage, 1866.....	4,000,000	7½	Jan. & July.	New York.	1896	93½	1st Mort. (Branch) bonds.....	900,000	8	" " "	" "	1894	109½
1st Mortgage, Eastern Extension	48,000	7	" " "	" "	....	....	1st Mortgage land grant inconv.	5,080,020	7	April & Oct.	New York.	1893	94
Special Bonds to State of Penn.	3,500,000	6	" " "	" "	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	98½
1st Mortgage, traffic guar. 1863..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,604 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1880 and 1891.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	" " "	New York.	1875	93
Atchafalpa, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	" "	1883	92½
1st Mortgage tax free.....gold	16,000pm	7*	Jan. & July.	New York.	1900	82½	Dollar Loan of 1889.....	866,000	6	March & Sept.	" "	1889	91½
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	" "	1889	96
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	" " "	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & O.)	3,908,000	7*	" " "	" " "	'81-'83	....	1st Mortgage of 1883.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	" "	1879	85
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	16,000pm	7	" " "	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mortgage (So. Pacific).....gold	7,250,000	6*	" " "	" "	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund).....	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	88½
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
1st Mortgage, sterling.....	885,500	6*	" " "	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	" "	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	" " "	" "	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.....gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	Central of New Jersey:						
Loan of 1860.....	679,500	6	" " "	" "	1880	94	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1863.....	1,710,500	6	April & Oct.	" "	1885	96½	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	" "	1890	104½
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg f'd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	" " "	" "	1885	....
1st Mortgage (Bangor) loan....	589,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	" " "	" "	1883	100
Barclay Coal:							Income bonds.....	10,000,000	....	" " "	" "	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.)..	371,500	7	" " "	" "	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	" " "	" "	1895	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " ")	186,500	6	" " "	" "	1872	....
2d Mortgage } Camden and	495,500	6	March & Sept.	Princeton.	1885	85	3d Mort. (" " ")	901,000	6	" " "	" "	1884	....
3d Mortgage } Amboy.	745,000	6	Feb. & Aug.	" "	1887	81	Income.....	300,000	8	" " "	" "	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	" " "	" "	'89-'90	90	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	" " "	" "	'89-'90	90	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" " "	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	" " "	Boston.	1889	90	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	114½
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	" "	1899	45½	2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98
1st Mortgage (new) guar. by Erie	3,000,000	7	" " "	New York.	1899	52	Chicago, Burlington and Quincy:						
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" " "	" "	1899	....	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113½
Boston and Lowell:							Trust Mortgage, skg fund conv..	150,000	8	" " "	" "	1883	....
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage.....	400,000	7	April & Oct.	" "	1890	....
Scrip certificates.....	380,000	3	January.	" "	1873	....	2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
Wharf purchase bonds.....	200,000	6	April & Oct.	" "	1879	96½	American Cen. R.R. (37 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Brunswick and Albany:							Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
1st Mort. endorsed by Ga.....gold	3,630,000	6*	April & Oct.	New York.	1908	....	Dix. Peo. & Han. R.R. (45m) guar.	800,000	8	Jan. & July.	" "	1889	96½
2d Mort. sinking fund.....gold	2,350,000	7*	" " "	" "	1893	....	Illinois Gr. Trunk R.R. (44m) guar.	960,000	8	April & Oct.	" "	1880	97
Buffalo, Bradford and Pittsburg:							Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" " "	Boston.	1879	95
1st Mortgage guar. by Erie.....	530,000	7	Jan. & July.	New York.	1896	....	Ott. Osw. & Fox Rv. V.I.R.R. (73m)	1,260,000	8	Jan. & July.	New York.	1900	....
Bonds of Buff. and State Line.....	100,000	7	May & Nov.	New York.	1873	....	Peoria & Hannib. R.R. (31m) guar.	600,000	8	" " "	" "	1878	....
Bonds of Buff. and State Line...	200,000	7	Jan. & July.	" "	1882	....	Quincy & War. R.R. (40 m) guar.	800,000	8	" " "	" "	1890	100½
Bonds of Erie and Northeast.....	300,000	7	March & Sept.	" "	1886	....	Chicago and Great Eastern:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes : 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
Chicago, Dubuque & Minnesota : 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91½	Columbus, Springfield and Cin. : 1st Mortgage for \$1,000,000.....	.....	7	.....	New York.	18—	....
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia : 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Concord and Claremont : 1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1866.....	455,800	6	June & Dec.	Boston.	1876	95
Chicago & Milwaukee (C. & N.W.) : 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"	1876	99½
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	95	Connecticut River : 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern : Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100	Connecticut Western : 1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	94	Connecting (Philadelphia) : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	87
1st Mortgage General (193 m.).	3,588,000	7	Feb. & Aug.	"	1885	99½	Contoocook River : 1st Mortgage.....	30,000	6	.....	Boston.	18—	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Coun. Bluffs & St. J. (K. St. J. & C. B.) : 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	104½	Covington and Lex. (Ky. Cen.) : 1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	100½	2d Mortgage March 1883.....	844,000	7	"	"	1883	....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	....	3d Mortgage June 1885.....	237,000	7	June & Dec.	"	1885	....
1st Mort. (Elgin and State Line).	135,000	7	"	"	1878	....	Cumberland Coal and Iron : 1st Mortgage of March 1886.....	803,500	6	March & Sept.	New York.	1891	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage of May 1, 1888.....	770,000	6	May & Nov.	"	1888	....
Consol. skg fund Mort. (800 m.).	2,570,000	7	May & Nov.	"	1915	95	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	Cumberland Valley : 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage.....	109,500	8	"	"	1908	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	Danbury and Norwalk : 1st Mortgage of 1889.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	95	1st Mortgage of 1889.....	200,000	7	"	"	1890	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	Danv. Hazleton & Wilkesbarre : 1st Mortgage tax free 1888.....	1,400,000	7	April & Oct.	Philadelphia.	1888	88
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Davenport and St. Paul : 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Dayton and Michigan : 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore : 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84½	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Chicago, Pekin & Southwestern : 1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	3d Mortgage.....	600,000	7	April & Oct.	"	1888	....
Chicago, Rock Island and Pacific : 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
Chi. & Southwestern (C. R. I. & Pac.) : 1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Dayton and Union : 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Chillicothe & Brunswick (N. Mo.) : 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	82	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Cincinnati & Balt. (Mar. & Cin.) : 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Income Bonds.....	262,445	6	"	"	1879	....
Cincinnati, Hamilton and Dayton : 1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Dayton and Western : 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	2d Mortgage.....	433,000	6	"	"	1905	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Decatur & E. St. Louis (T. W. & W.) : 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cinc. and Indiana (C. Laf. & Chi.) : 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Decatur, Sullivan and Mattoon : 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877-87	....	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia	1875	....
Cincinnati and Indianapolis June : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware State Loan.....	170,000	6	"	"	1876	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
Cincinnati, Lafayette and Chi. : 1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	Delaware, Lackawanna & Western : 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cin. and Martinsville (C. & Laf.) : 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	105
Cincinnati, Richmond & Chicago : 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,683,000	7	March & Sept.	"	1881	90
Cincinnati, Sandusky and Clev. : 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83½	Denver Pacific : 1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mort. (San. Day. and Cin.).....	988,000	6	Feb. & Aug.	Boston.	1900	79	Des Moines Valley : 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. (San. City and Ind.).....	350,000	7	March & Sept.	"	1877	91½	1st Mortgage Land grant.....	4,680,000	8	"	"	1898	....
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
Clev., Col. and Cinc. (C. C. & I.) : 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1871-84	....	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.)..... guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Clev., Col., Cin. & Indianapolis : 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	102	Detroit, Lansing & L. Michigan : 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (C., C. and C. R. R.).....	365,000	7	June & Dec.	"	1871-84	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
1st Mort. (Bell. and Ind. R. R.).....	646,000	7	Jan. & July.	"	1870-96	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit and Milwaukee : 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1876	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
Clev., Mt. Vernon and Delaware : 1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
Clev., Painesv. & Ash. (L. Shore) : 1st Mortgage Sunbury and Erie.....	500,000	7	Jan. & July.	New York.	1874	96	Bonds of June 20, 1883, (Genl.).....	1,916,639	6	"	NY & Detroit.	1886	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	98	Sterling (Oak. & Ottawa R. R.) : Dollar ("").....	150,867	6*	May & Nov.	NY & London.	1873	....
Cleveland and Pittsburgh : 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	99½	Detroit, Mon. & Tol. (M.S. & N.L.) : 1st Mortgage Aug. 1, 1858.....	924,000	7	Feb. & Aug.	New York.	1876	98
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	98	Detroit and Pontiac (Det. & Mil.) : 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	86	2d Mortgage.....	100,000	7	Jan. & July.	"	1878	....
Consol. skg f'd Mort. \$5,000,000.....	528,000	7	May & Nov.	"	1900	95½	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	....
Cleveland & Toledo (L.S. & M. So.) : 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	100	1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890	97
1st Mortgage of 1886.....	864,000	7	April & Oct.	"	1886	....	Dubque, Bellevue and Miss. : 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
1st Mort. (June R. R.).....	115,000	7	June & Dec.	"	1872	....	Dubque Southwestern : 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Colebrookdale : 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	1st Mortgage.....	450,000	7	April & Oct.	"	1883	....
Columbia and Augusta (C. C. & A.) : 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	Dunkirk, Warren and Pittsburgh : 1st Mortgage tax free.....gold	1,000,000	7	June & Dec.	New York.	1900	9999
Columbus, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	93½							
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1909	75½							
Columbus & Ind. Cen. (C. C. & I. C.) : 2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886							
Income Bonds.....	1,243,000	7	May & Nov.	"	1881							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	"	"	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888	108½
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,765	7	"	"	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	"	"	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	" & July	New York.	1880	93	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	"	"	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	91½
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	93	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.	1871	98
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	"	"	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	"	"	1872	....
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98½	Three years' notes.....	810,000	8	"	"	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	....	Five years' notes.....	1,024,300	8	"	"	1875	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	95½	Fifteen years' bonds.....	1,095,500	8	March & Sept.	"	1885	92½
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	"	1892	82½
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	"	1892	104
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	"	1888	106½
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	"	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	"	1872	60½	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	"	"	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	103	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	98	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	"	"	1883	95½	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	95	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	92	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (\$1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	"	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
European & North American:							3d Mortgage of 1869.....	60,000	7	April & Oct.	"	1889	....
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & 1st B to Win 45 m.	2,000,000	6	"	"	1899	....	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)...	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.)...	740,000	7	May & Nov.	"	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	105½
1st Mort. (Rockville Extension)...	180,000	7	Feb. & Aug.	"	1881	....	3d Mortgage.....	180,000	7	May & Nov.	"	1875	103
Consolidated Mortgage.....	....	7	Jan. & July.	"	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102½
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	"	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	105
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	832,000	6	"	"	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	"	"	1890	....
1st Mortgage L. G., 1st mort.....	287,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6	"	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	"	1887	....	Illinois & South Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	"	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
F. & Holly R.R. b'd (\$25,000 a yr)	500,000	10	May & Nov.	"	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Bloomington & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	"	New York.	1889	....	2d Mortgage.....	1,600,000	8	"	"	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m.	1,589,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F.W.J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	"	1897	....
1st Mortgage guaranteed.....	1,900,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	"	1899	65½
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)...	600,000	7	"	"	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	104½	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	"	1875	100½	Indianapolis, Crawfordsville & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	225,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	"	1889	....
1st Mortgage guar half yr.....	4,000,000	7	Jan. & July.	New York.	1899	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....	4,000,000	7	April & Oct.	"	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880	....
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,510,264.	8,051,320	4	"	"	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	70½
3d Preference Bonds £758,510.	3,732,550	4	"	"	....	....	Iowa Midland (C. & N.W.):						
4th Preference Bonds £5,571,210.	27,855,605	4	"	"	....	....	1st Mort. of Aug. 1, 1870 guar.....	18,000pm	8	Feb. & Aug.	New York.	1900	....
Equipment Bonds £510,450.	3,052,400	6	April & Oct.	"	....	....	Iowa Southern:						
Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	"	....	....	1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	....
Provincial Debenture's £3,111,500	15,537,500	....	"	"	....	....	Ironton:						
Great Falls and Conway:							1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	....
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	....	Jackson, Lansing and Saginaw:						
Great Western (Canada):							1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	105½
Perpetual Debentures.....	227,273	5	"	London.	'71-'73	....	2d Mort. of 1868 for \$500,000....	100,000	8	March & Sept.	"	1888	102
Mortgage Bonds.....	2,076,176	6	"	"	1873	....	Consolidated Mort. for \$3,000,000	....	8	May & Nov.	"	1890	99½
Mortgage Bonds.....	2,376,906	6	"	"	1876	....	Jamestown & Frank. (L.S. & M. So.):						
Mortgage Bonds.....	618,066	6	"	"	1876	....	1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....
Mortgage Bonds.....	2,380,333	5½	"	"	1877	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Mortgage Bonds.....	301,733	5½	"	"	1878	....	Jefferson (Erie):						
Mortgage Bonds.....	4,866	5	"	"	1881	....	1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
Ill. Western of Illinois (T.W. & W.):							2d Mort. (")	96,000	7	"	"	1889	....
1st Mortgage (W. of Decatur)...	687,000	10	April & Oct.	New York.	1871	1st Mort. (Carbondale Sec. 28 m.)	2,000,000	7	"	"	1889

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AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.							When.	Where.			
Jeffersonville, Madison & Indian:								Lehigh Valley:							
1st Mortgage of Oct. 1, 1866....	\$2,107,000	7	April & Oct.	New York.	1906	....		1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	100	
2d Mortgage of Oct. 1, 1870....	2,000,000	7	"	"	1910	....		1st Mort. of 1868 (comp. & reg.) free	3,343,000	6	June & Dec.	"	1898	95	
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	....		1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	"	1900	101	
2d Mortgage (Jeffersonville)	345,000	7	April & Oct.	"	1873	....		1st Mort. (Hazleton R.R. of 1862)	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....		Lewey's Island (S. C. & P.):							
Joliet and Chicago (C. & Alton)	410,000	8	Jan. & July.	New York.	1882	108		1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar....								Little Miami & Colum. & Xenia:							
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	....		1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed								Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis)	1,200,000	7	Jan. & July.	New York.	1888	....		1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	800,000	7	March & Sept.	"	1893	....		1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	"	"	1893	....		1st Mortgage (.....)	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....		Little Rock and Fort Smith:							
Junction, Philadelphia:								1st Mortgage for \$3,500,000 gold		6*	Jan. & July.	Boston	1890	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....		Little Rock, Pine Bluff & N. O.:							
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91		1st Mortgage.....		7*	"	New York.	1899	....
Junction and Breakwater:								Little Schuylkill (P. & Rdg.):							
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....		1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M. So.):								Logansport, Crawf. & S'wain Ind.	1,500,000	8	J. A. J. O.	New York.	1890	....
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95		1st Mortgage.....							
Kalamazoo, & S. Haven (M. Cen.):								Long Branch and Sea Shore:	200,000	6	Jan. & July.	New York.	1889	....
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104		Long Island:							
Kalam. & Three Riv. (L.S. & M. S.):								1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98	
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....		1st Mortgage (Extension)	175,000	7	Feb. & Aug.	"	1890	....
Kalam. & W. Pigeon (L.S. & M. S.):								1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1890	....		General Mortgage of 1869.....	775,000	8	"	"	1890	....
Kansas City and Santa Fe:								Louisville & Miss. Riv. (Ch. & Al.):							
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....		1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Kan. City, St. Jo. & Coun. Bluffs:								Louisville, Cin. and Lexington:							
1st Mortgage (consolid.) 294 m.	687,000	8	March & Sept.	N. Y. & Bost'n.	1890	....		1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....		2d Mortgage (general)	1,000,000	8	April & Oct.	"	1900	....
2d Mort. (.....)	150,000	10	"	"	1872	....		1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	'71-'80	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	8	March & Sept.	"	1892	....		Louisv. Loan	100,000	6	"	"	1881	....
2d Mort. (.....)	539,500	8	June & Dec.	"	1874	91		1st Mort. (Lex. & Frankfort)...	25,000	6	"	"	1874	....
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....		Louisville and Nashville:							
1st Mort. (.....)	1,500,000	7	"	"	1893	....		1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Kansas Pacific (U. Pac. E. D.):								Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	'80-'87	....
1st Mort. on R.R. 140 m. gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....		Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887	....
1st Mort. on R.R. 254 m. gold	4,063,000	6*	June & Dec.	"	1896	....		1st Mortgage (Memphis Br.)...	197,000	7	"	"	'71-'76	....
1st Mort. on Branch 34 m.	600,000	7	May & Nov.	"	1896	....		1st Mortgage (Hardtown Br.)...	1,000	7	Jan. & July.	"	1870	....
Land Gr. Mort. op. 2,000,000 acres	318,000	7	March & Sept.	"	'71-'70	....		1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	"	'80-'85	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....		Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	....		Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	'95-'97	....		Lowell & Lawrence (B. & L.):							
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	"	1916	....		1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
East County (Del.):								Macon and Brunswick:							
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....		1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'9	....
Kentucky Central (Cov. & Lex.):								2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1880	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....		3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
2d Mortgage March 1863.....	844,000	7	"	"	1883	....		Equipment Mortgage.....	150,000	....				
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....		Macon and Western:							
Keokuk, Iowa City and Minn.:								1st Mortgage of Oct. 1870.....	160,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....		Madison and Portage:							
2d Mortgage.....	5,000pm	7	"	"	1891	....		1st Mortgage.....	450,000	7	April & Oct.	New York.	1836	....
Keokuk and St. Paul (C.B. & Q.):								Maine Central:							
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	96		Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Lackawanna and Bloomsburg:								Bonds, exchangeable for new 7a.	163,000	6	June & Dec.	"	1871	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....		Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....		Mort. (Ext.) for \$500,000..... gold	112,000	6*	April & Oct.	"	1900	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....		1st Mort. (B.to P. & Ken. exch. 7a)	677,000	6	"	"	1872	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....		2d Mort. (Penob. & Ken.).....	169,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90	
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....		Marietta and Cincinnati:							
La C. Trempel & Pres. (C. & N. W.):								1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage, guaranteed.....	800,000	7	"	"	....	....		1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	98	
Lafayette, Bloomington & Miss.:								2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89	
1st Mortgage.....	1,300,000	8	"	"	....	....		3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	75	
Lafayette, Muncie & Blooming.:								1st Mort. (Scioto & Hocking)	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage.....	1,500,000	8	"	"	....	....		Baltimore Loan to Union R. R.	20,000	7	"	Baltimore.	....	
Lake Erie and Louisville:								Marietta and Pittsburg:							
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1898	....		1st Mort. of Aug. 1, 1869..... gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Lake Shore & Michigan So.:								Marquette and Ontonagon:							
Sunbury B'ds (CP & ARR 954m)	500,000	7	Jan. & July.	New York.	1874	....		1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Regis. Bonds (.....)	1,000,000	7	"	"	1880	....		1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50	
3d Mortgage (.....)	1,000,000	7	April & Oct.	"	1892	....		2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	99		Memphis and Charleston:							
S. Fund Bonds (L.S. & M.Sol. 013m)	2,000,000	7	"	"	1879	....		1st Mortgage, Convertible.....	1,233,000	7	March & Sept.	New York.	1880	....
Consol. M. reg. (.....)	597,000	7	J. A. J. & O.	"	1900	....		2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
Consol. M. comp. (.....)	63,000	7	Jan. & July.	"	1900	....								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitville						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1831	....
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93	1st Mortgage.....	75,766	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	87 1/2	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	....	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	....	95	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107 1/2	New H. Middleton & Willman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	94	1st Mort. for \$3,000,000, tax free.	2,300,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	....	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	....	....	New Jersey (Pennsylvania):						
Incumbents assumed.....	35,073	7	"	"	....	....	1st Loan.....	800,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	10,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	78
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold	....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (237,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton Rouge & Vicksburg:						
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	"	81-93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	....	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas & Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. R.R. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1889	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebbo & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S. F. (\$14,000,000)gd	1,805,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. eur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	....	2d Mortgage on 227 miles.....eur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (W.C.S. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	....
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
Mobile and Girard:							Bonds for B. & N. Falls R.R.S.F.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	....	....	Bonds and mortgages for R. E.....	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	"	1887	94 1/2
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	6,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (") S. F.....	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	803,700	6*	"	"	1878	....	3d Mort. (").....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	Conv. B'ds (").....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	755,400	6*	"	"	1883	....	New York and Fort Lee (Erie):						
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Montgomery & Erie (Erie):							New York & Flushing (F. & N.S.):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery and Eufala:							New York and Harlem:						
1st Mortgage of 1896, endorsed ..	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	108
1st Mortgage of 1870, endorsed ..	300,000	....	June & Dec.	"	1900	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
Montgomery & West Point (Wtn):							Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	93
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
1st Mortgage.....	450,000	8	"	"	1810	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	298,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	141,500	7	"	"	1889	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	New York and New Haven:						
Montreal & Champlain:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	New York & Oswego Midland:						
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
Morris and Essex:							New York, Providence & Boston:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104 1/2	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	98	1st Mortgage.....	80,000	6	"	"	1878	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93 1/2	Niles and New Lisbon:						
Muscovine (South-Western):							1st Mortgage.....	600,000	7	"	"	1889	....
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	Norfolk County (B. H. & Erie):						
Nashville and Chattanooga:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	Norfolk & Petersburg (A.M. & O.):						
1st Mortgage, not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	1st Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan (Jasper Br.)...	245,000	6	"	"	1900	....	2d Mortgage for \$500,000.....	416,000	8	"	"	1893	....
Nashville and Decatur:							North Carolina:						
1st Mort. Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
2d Mortgage.....	500,000	6	"	"	1870	....	Mortgage Bonds.....	193,500	8	"	"	1877	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
Convs for \$2,100,000 at 70rd gold	....	7	"	"	1901	....	North Eastern:						
National (N. Jersey):							1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
1st Mortgage for \$7,200,000.....	....	7	"	"	1901	....	2d Mortgage.....	69,500	7	"	"	1868	....
Nantux:							General Mortgage 1st Preference	773,000	7	"	"	1899	....
1st Mortgage of 1856.....	120,000	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 2d Preference	141,500	7	"	"	1899	....
							Funded Interest.....	117,495	7	"	"	1875	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
North Missouri:														
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1895	91½	Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	91½
3d M. of Oct. 1869 (p.c. after 5 yrs)	3,000,000	10	"	"	1888	....	Peninsula (U. & N. W.):						
North Pennsylvania:														
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	90½	1st Mortgage, guaranteed.....	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:							
2d Mortgage.....	1,240,000	7	May & Nov.	"	1896	96½	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97	
Northern Central:														
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	1st Mortgage.....	1,500,000	7	"	"	1906	....
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	92½	Penobscot and Kennebec (M. C.):	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89½	1st Mortgage (Bangor Loan).....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	....	2d Mortgage.....	600,000	8	Jan. & July.	New York.	1877	....
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	93½	Peoria & Bureau Val (C.R.I. & P.):							
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	Boston.	1878	....
Northern New Hampshire:														
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Jersey (Erie):														
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	1st Mortgage, tax free.....	600,000	8	Jan. & July.	New York.	1894	....
Northern Pacific:														
1st Mort. on R.R. & lands.....gold	50,000pm	7.5	Jan. & July.	New York.	1900	....	Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	"	1894	....
North Western Virginia:							2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99	Peoria and Rock Island:	1,500,000	7*	April & Oct.	New York.	1900	....
3d Mortgage ("")	140,000	6	"	"	1885	91	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79	
Norwich and Worcester:														
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Perkiomen (Phila. & Rdg):						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Perth Amboy and Woodbridge:	100,000	6	"	New York.	1886	....
Steamboat bonds.....	46,900	7	Feb. & Aug.	"	1870	....	1st Mortgage, guaranteed.....						
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Petersburg:						
New bonds of 1870.....	22,000	7	"	"	1890	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Nyack and Northern:														
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	Mortgage Bonds.....	25,500	7	"	"	1866	....
Oakland & Ottawa (D. & M.):							Mortgage Bonds.....	286,500	8	"	"	79-90	....
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	Philadelphia and Baltimore Cent:	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage ("") dollar..	51,000	7	"	New York.	1873	....	1st Mortgage (Penn. Div.).....	300,000	6	"	"	1891	....
Ogdensburg and Lake Champlain:														
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	....	Philadelphia and Erie (Penn.):	5,000,000	6½	March & Sept.	Philadelphia.	1888	91
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	....	1st Mortgage.....	3,000,000	7	Jan. & July.	"	1881	89
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	102½	2d Mortgage.....	3,598,000	6	"	"	1920	....
Ohio and Mississippi:														
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	99½	3d Mortgage.....	1,000,000	6½	April & Oct.	"	1877	100	
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	1st Mortgage (Sunbury & Erie).						
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	87½	Philadelphia, Germant. & Norist:	25,400	6	Jan. & July.	Philadelphia.	1882	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	1st Mort. Convertible.....						
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Philadelphia and Reading:	100,000	6	Jan. & July.	Philadelphia.	1871	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	94½	Debenture Loan of 1861.....	1,121,000	6	"	"	1893	84	
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	....	Debenture Loan of 1868.....	2,625,000	7	"	"	1890	....
Oil Creek and Allegheny River:														
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86	Mortgage Loan of 1870.....	143,500	6	"	"	1886	....
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	92½
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Sterling Loan of 1836.....	182,400	6*	Jan. & July.	London.	1880	....
Consolidated Mortgage.....	819,000	7	"	"	1888	81½	Sterling Loan of 1843.....	976,800	6*	"	"	1880	....
Old Colony and Newport:														
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102½	Sterling Loan of 1836.....	288,000	7*	"	"	72-77	....
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96½	Philadelphia, Wilmington & Balt:	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96½	Mortgage, convertible.....	600,000	6	April & Oct.	"	1871	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	97½	Plain Bonds.....	400,000	6	"	"	1876	....
Plain Bonds.....	34,000	6	"	"	1884	....	Plain Bonds.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:														
1st Mort. (North Platte Div.)....	300,000	8	June & Dec.	New York.	1890	....	Pittsburg, Cin. & St. Louis (Pa.):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90	2d Mort. conv. (Steuveny & Ind.)	3,820,000	6	March & Sept.	"	75½	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	93½	Pittsburg & Connellsville (B. & O.):							
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	83	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	98½	
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85	2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	85½	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Va. State Loan.....	249,992	7	"	"	1893	....	Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
Osage Valley & Southern Kansas:														
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Osage and Rome (B. W. & O.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105	
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Osage and Syracuse (D. L. & W.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ottawa, Osw. & Fox R. V. (O.B. & Q.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	102½	
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Owensboro' and Russellville.....	200,000	6	April & Oct.	New York.	1886	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Pacific Mo.:														
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage.....gold	7,000,000	10	Jan. & July.	"	1880	99	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
St. Louis County Loan.....	700,900	6	Feb. & Aug.	"	71-73	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	98½
Panama:														
Sterling Bonds £182,775 at 4.85..	740,959	7*	Feb. & Aug.	London.	1872	....	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
Sterling Bonds £19,350 at 4.85..	93,847	7*	April & Oct.	"	1875	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Sterling Bonds £697,800 at 4.85..	3,860,530	7*	"	"	1897	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
Paterson and Newark (Erie):														
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1885	....	Port Huron & Lake Michigan:						
Paterson and Ramapo (Erie):							1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1890	....
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878	....	Portland and Kennebec:						
Pekin, Junc. & Decatur (TW & W):							1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
1st Mortgage.....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
Pemberton & Hightstown (C & A):							Consol. (P. & K. R. R.) Apr. 1, 1866	790,700	6	"	"	1896	....
1st Mortgage endorsed.....	160,000	7	Jan. & July.	New York.	1877	....	Portland loan.....	100,000	6	"	"	....	
Pennsylvania:														
1st Mort.....	4,972,000	6	Jan. & July.	Philadelphia.	1880	100	Stock certificates (Yarmouth)...	202,400	6	April & Oct.	Portland.	....	
2d Mort. " Harriest. to Pittsb.:	2,594,000	6	April & Oct.	"	1875	100	Portland and Oxford Central:	250,000	6	"	"	1883	....
2d Mort. " " " " " " " " " "	2,282,840	6*	"	London.	1875	....	1st Mortgage of 1863.....						
General Mortgage.....	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	92½	Port Royal:							
State loan on whole property....	5,924,717	6	April & Oct.	Harrisburg.	71-90	....	1st Mort. skg Pd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Debentures or Short Bonds.....	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....	Portsmouth, Gt. Falls & Conway:	200,000	6	"	Boston.	1889	....
Mortgages and ground rents.....	102,809	6	various.	"	var.	....	1st Mortgage.....						
							Potsdam & Watertown (R.W. & O):	345,500	7	June & Dec.	New York	72-74	....
							1st Mortgage, guaranteed.....							
							Poukeepsie and Eastern:	800,000	7*	Jan. & July.	New York.	1910	....
							1st Mort. conv. & tax free...gold							
							Providence, Warren and Bristol:	55,000	8	June & Dec.	Providence.	1877	....
							1st Mortgage of 1868.....							
							Quincy and Toledo (T. W. & W.):	500,000	7	May & Nov.	New York.	1890	93
							1st Mortgage, assumed.....							
							Quincy & Warsaw (C. B. & Q.):							
							1st Mort. guar. and tax free.....	800,000	8	Jan. & July.	Boston.	1890	100½
							Raleigh and Gaston:	50,000	8	Jan. & July.	Raleigh.	1877	....
							1st Mortgage.....							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882		1st Mortgage (Sav. & Char. R.R.)	\$408,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884		Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873		Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880		1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887		Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886		1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. & S. & R.) assumed.	600,000	7	May & Nov.	"	1890		Schuylkill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894		1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880		1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	155,100	6	"	"	1875	82	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-100		1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	73-76		Seima and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-76		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	....
Rich., Fredericksburg & Potomac:							Seima, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var		Seima and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var		1st Mortgage (3d series).....	796,830	6	various.	"	var	....
Richmond and Petersburg:							Seima, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var		1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80		2d Mortgage.....	6,000,000	7	"	"	....
Richmond and York River:							Shamokin Valley & Pottaw. (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898		1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76		1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876		1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1019		1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1890	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1863.....	30,000	7	April & Oct.	Cleveland.	1873		1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy).....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) skg fund	632,500	7	June & Dec.	New York.	1891		Sioux City and St. Paul:						
1st Mort. (W. & R.) skg fund.....	796,900	7	March & Sept.	"	1880		1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....
1st Mort. (Potomac & Watert.)	345,500	7	June & Dec.	"	72-74		Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	79	Domestic Bonds (H) 1866-67....	306,500	7	April & Oct.	Charleston.	71-72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	94	Domestic Bonds (G) 1862-67....	342,500	6	Jan. & July.	"	73-74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	86-91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863		Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863		Real Estate Mortgage.....	80,733	7	various.	"	71-91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879		South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879		1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Ist. R.R.	130,000	6	June & Dec.	"	1876		2d Mort. " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Den. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 112m.	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala. tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Den. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, 70, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887		1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1890	....
St. Louis, Aton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	93
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894		South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		1st Mort., consol. 2d pref.....	619,200	6	"	"	84-90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	81	4th Mortgage, consol. 3d pref....	458,100	6	"	"	84-90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894		Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	10,000pm	7*	Jan. & July.	New York.	1901		1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 15, 1864....	2,365,000	7	April & Oct.	New York.	1894	97	1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868.....	380,000	7	Jan. & July.	"	1893		Southern Cal. Pacific:						
St. Louis, Lawr. & Den. (Pacific):							1st Mortgage for \$28,000,000.gold						
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901		Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891		2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	94-96		Mortgage Bonds, Muscogee R.R.	399,000	7	various.	Macon.	77-80	....
St. Louis and St. Joseph (N. Mo.):							1st Mortgage not endorsed.....	300,500	7	"	"	....
1st Mort. of Nov. 2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893		Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897		1st Mortgage not endorsed.....	198,370	7	"	"	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1897		Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900		Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892		Sterling Mountain:						
1st Mort. (St. Paul to Wab. 30 m.)	700,000	7	Jan. & July.	"	1892		1st Mortgage.....	850,000	7	"	New York.	1874	....
Land Grant & 2d Mort. (80 m.)	1,300,000	7	June & Dec.	"	1892		Sullivan (Verm. Central):						
General Mort. R.R. & L. \$2,020,000							1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
General Mort. R.R. & L. Lands etc.	780,000	7*	"	London.	....		2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1890	....
1st M. (W. Line & L.) for \$3,000,000							Sullivan and Erie:						
2d M. (W. Line & L.) for \$6,000,000							1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	....
St. Paul and Sioux City:							Summit Branch:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....		1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Salem (W. Jer.):							Sussex:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878		1st Mortgage.....	200,000	6	"	New York.	....
Salem and Lowell (R. & L.):							Swedesboro (W. Jer.):						
1st Mortgage guar.....	225,900	6	Feb. & Aug.	Boston.	1878	95	1st Mortgage, guaranteed.....	171,000	6	"	Camden.	....
Sand., Mansfield & Newark (B.O.):							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage guar. by B. & O....	2,307,000	7	Jan. & July.	Baltimore.	1909		1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Easton & Whitehall (R. & S.):							Tubo and Neosho (M. K. & T.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886		1st Mort. assumed by M.K. & T.	2,000,000	7*	June & Dec.	New York.	1903	....
Savannah, Griffin & North Ala.:							Terre Haute & Indianapolis:						
1st Mort. of Jan. 1, 1871, on 44 m.	160,000	7	Jan. & July.	New York.	1891	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	94	Loan of Mar. 1881, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	91	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93 1/2
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	87 1/2	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103 1/2
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	....	1st Mortgage.....	676,300	7	— & —	New York.	....	....
Toledo, Wabash and Western:							West Wisconsin:						
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	97 1/2	1st M. L. G. stg. conv. £800,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1886	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Wicomco and Pocomoke:						
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878	94	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mort. (Wab. & West. 167 m.)....	1,500,000	7	"	"	1871	....	Williamston and "Barboro":						
Equipm't Bonds (T. & W. 75m.)....	600,000	7	"	"	1888	87 1/2	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Consol. M. (T. W. & W. 500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	90 1/2	Wilm., Charlotte & Rutherford:						
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	90 1/2	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	282,200	7	Jan. & July.	"	1902	....
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Weldon:						
Troy, Salem & Rutland (R. & Sar.)							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
Troy Union:							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	93
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):						
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	80
Union Pacific:							2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	92	CANAL BONDS.						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	85	Chesapeake and Delaware:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	85	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
2d Mortgage (U. S. subsidy)....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....	Chesapeake and Ohio:						
Union Pacific—Central Branch:							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....	Sterling Loan guaranteed.....	4,375,000	5	"	London.	1890	....
2d Mortgage (U.S. subsidy)....	1,600,000	6	Jan. & July.	"	1895	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Union Pacific, E. D. (see K. Pac.)							Delaware Division (L.C. & W.):						
Union Pacific, S. Br. (M.K. & T.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6	Jan. & July.	New York.	1899	....	Delaware and Hudson:						
Union and Titusville:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
Utica and Black River:							Delaware and Raritan (See Camden						
1st Mortgage, July 1888.....	150,000	7	Jan. & July.	New York.	1878	....	and Amboy R.R.)						
Vermont Central:							Erie of Pennsylvania:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	82 1/2	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
2d Mortgage.....	1,500,000	7	"	"	1891	38	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	99 1/2	Lehigh Coal and Navigation:						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	101	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	89 1/2
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84	Mortgage Loan.....	2,000,000	6	"	"	1897	93
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	99 1/2	Gold Loan.....	5,000,000	6	June & Dec.	"	1897	101
Vermont and Massachusetts:							Gold Loan.....	980,000	6	"	"	1894	92 1/2
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan.....	1,996,879	6	"	"	1877	94
Convertible tax free, bonds.....	200,000	7	"	"	1879	100	Monongahela Navigation:						
Vermont Valley (Vt. Central):							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	2d Mortgage.....	7,000	6	"	"	1876	....
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Morris (and Banking):						
1st Mortgage.....	283,200	7	"	New York.	1859	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	98
Vicksburg and Meridian:							2d Mortgage.....	285,000	6	"	"	1876	92
General Mort., 1st series (red)...	722,500	7	Jan. & July.	Philadelphia.	1890	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	94
" " 2d series (blue).....	850,000	7	"	"	1890	....	Dividend Scrip.....	103,164	7	— & —	"	....	....
" " 3d series (black).....	154,000	7	"	"	1890	....	Pennsylvania:						
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	Schuylkill Navigation:						
Vineland:							1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	82 1/2
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	79
Virginia & Tennessee (A.M. & O.):							Plain Bonds.....	171,364	6	"	"	1876	81
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
2d Mortgage.....	4,000	6	"	"	1869	76 1/2	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
3d Mortgage.....	990,000	6	"	"	1884	....	Boat and Car Loan 1864.....	633,650	7	— & —	"	1889	75
Income Mortgage.....	113,000	6	"	"	1866	....	Susquehanna (S. & Tide Water):						
4th Mortgage.....	846,000	8	"	"	1900	88	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	75
Registered Certificates.....	116,129	8	"	Richmond.	1880	....	2d Mortgage.....	700,000	6	"	"	1885	....
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....	3d Mortgage stg.....	872,667	6	"	London.	1878	....
Walkkill Valley (20,000 per mile):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
Ware River (N. & N.):							2d Mortgage.....	300,000	6	"	"	1885	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	3d Mortgage.....	436,333	6	"	London.	1878	....
Warren (D. L. & W.):							Union:						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	15
Warwick Valley (Erie):							West Branch and Susquehanna:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Washington and Ohio:							2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
1st Mortgage 1868 for \$8,000,000.							3d Mortgage.....	13,000	6	"	"	1868	....
Watertown & Rome (R.W. & O.):							Wyoming Valley (Penna.):						
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	96 1/2
Sinking Fund.....	796,900	7	"	"	1880	....	MISCELLANEOUS.						
Westchester and Philadelphia:							American Dock & Improvement:						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100 1/2	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
3d Mortgage (8s compromised)....	557,400	6	April & Oct.	"	1878	....	Consolidated (Md.) Coal:						
Western Alabama:							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1886	....
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
1st Mortgage (before consolid.)...	600,000	8	"	"	1888	....	Long Dock:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	Mortgage Bonds, guaranteed ..	2,500,000	7	June & Dec.	New York.	1872	94 1/2
Western (B. & Albany):							Marietta:						
Sterling Bonds.....	1,619,520	5	April & Oct.	London.	1871	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Albany Loan (A. & W. Stckbdge)	600,000	6	Jan. & July.	Boston.	1876	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	99	Quicksilver:						
Western Maryland:							1st Mortgage.....	600,000	7	June & Dec.	New York.	1873	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	84	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1879	....
2d Mortgage preferred.....	600,000	6	"	"	1890	76	Western Union:						
Bonds endorsed by Balt.....	600,000	6	"	"	1890	95 1/2	1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	96	2d Mortgage.....	89,500	7	Jan. & July.	"	1873	....
Western North Carolina (E.D.):													
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....						
Western Pennsylvania (Penn.):													
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	88							
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "mi." and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "t."

Years ending	Railroad.			Rolling Stock			Property and Assets.			Abstract of General Balance Sheet.					Operations.			Earnings.		Value of Shares.		
	Main Line.	Branch Line.	2d Track and Siding.	Engines.			Railroad in progress.	Railroad.	Rolling Stock.	Assets.			Liabilities.		Trains Moved.	Carried one mile.		Gross.	Net.		Dividends.	
				Pass.	H. M. E.	Freight.				Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Railroad Operated.	Moved.					Passengers.	Freight.
Sept. 30, 1870	60.0	M.	M.	3	3	3	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918	2,881,918
May 31, 1871	296.0	M.	M.	20	20	20	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000
Sept. 30, 1870	142.0	M.	M.	25	25	25	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372	7,108,372
Jan. 31, 1871	182.0	M.	M.	25	25	25	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814	10,234,814
Jun. 30, 1870	26.5	M.	M.	8	8	8	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
Dec. 31, 1871	20.5	M.	M.	5	5	5	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000	445,000
Mar. 31, 1871	23.0	M.	M.	5	5	5	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000	606,000
Dec. 31, 1870	34.0	M.	M.	6	6	6	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120
May 31, 1871	86.7	M.	M.	18	18	18	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120	1,200,120
Jun. 30, 1870	187.1	M.	M.	106	106	106	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390	89,598,390
Dec. 31, 1870	270.0	M.	M.	26	26	26	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328	7,075,328
May 31, 1870	95.0	M.	M.	9	9	9	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928	2,177,928
Mar. 31, 1870	92.0	M.	M.	34	34	34	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000
Dec. 31, 1870	150.0	M.	M.	2	2	2	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287	9,325,287
Sept. 30, 1870	15.5	M.	M.	2	2	2	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000
Nov. 30, 1870	61.2	M.	M.	41	41	41	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824	30,027,824
Sept. 30, 1870	379.6	M.	M.	30	30	30	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000
Sept. 30, 1870	168.5	M.	M.	2	2	2	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000
May 31, 1871	73.0	M.	M.	2	2	2	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500	560,500
Dec. 31, 1870	33.0	M.	M.	6	6	6	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291	325,291
May 31, 1871	56.0	M.	M.	2	2	2	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368	4,128,368
Dec. 31, 1870	67.0	M.	M.	23	23	23	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Sept. 30, 1870	200.0	M.	M.	18	18	18	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623	2,193,623
Sept. 30, 1870	41.6	M.	M.	18	18	18	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983	1,205,983
Mar. 31, 1871	95.5	M.	M.	32	32	32	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000
Sept. 30, 1870	117.0	M.	M.	32	32	32	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955	2,469,955
Sept. 30, 1870	28.7	M.	M.	46	46	46	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968	6,171,968
Sept. 30, 1870	74.2	M.	M.	32	32	32	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169	3,736,169
Sept. 30, 1870	51.3	M.	M.	32	32	32	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000	1,075,000
Jun. 30, 1871	24.0	M.	M.	6	6	6	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550	2,868,550
Sept. 30, 1870	26.0	M.	M.	0	0	0	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250	1,366,250
Sept. 30, 1870	45.2	M.	M.	28	28	28	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068	3,396,068
Jun. 30, 1870	161.0	M.	M.	2	2	2	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000	4,875,000
Sept. 30, 1870	42.0	M.	M.	12	12	12	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533	816,533
Dec. 31, 1870	152.0	M.	M.	32	32	32	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183	11,351,183
May 31, 1871	45.0	M.	M.	8	8	8	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000
Dec. 31, 1870	69.0	M.	M.	18	18	18	12,027,160	12,027,160	12,027,160	12,027,160												

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics". State-aid Railroads are distinguished by a "t".

Abstract of General Balance Sheet.																				Value of Shares						
Years ending.	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.		Market.				
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.		Freight.	B. M. E. Cars.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	Trains Moved.	Passengers.	Freight.		Gross.	Net.	Dividends.	Par.	p.
Dec. 31, 1871	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010
Dec. 31, 1870	1,010	810	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,010	1,0									

[illegible]

DEFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	...
Atlantic and St. Lawrence* guar.	2,494,000	4	6	...
Baltimore and Ohio, pref.	3,000,000	7	7	150
Berkshire,* guaranteed	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	6	6	...
Boston Concord and Montreal, pref.	1,340,000	7	7	75
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	79
Catawissa,* pref. and guar.	2,200,000	7	7	94
Cayuga and Susquehanna,* guar.	589,110	7	9	...
Cedar Rapids & Missouri,* preferred	755,000	7	7	...
and guaranteed	400,000	7	7	...
Central Ohio, preferred	380,000	8	6	31
Chemung, guar.	2,017,815	7	3	...
Cheshire, preferred	2,425,400	7	10	119
Chicago and Alton, pref.	2,600,000	7	10	...
Chicago, Iowa and Nebraska,* guar.	20,370,293	7	7	94
Chicago and Northwestern, pref.	2,056,000	7	7	...
Cleveland and Mahoning,* guar.	6,250,000	7	34	...
Cleveland and Toledo,* guar.	177,750	8	...	...
Cochecho, preferred	1,822,100	6	6	894
Connecticut and Passumpsic Rivers, preferred	241,900	8	8	114
Cumberland Valley, 1st pref.	242,000	8	8	...
" 2d pref.	594,241	6	6	...
Delaware,* guaranteed	1,500,000	6	...	...
Detroit & Milwaukee,* preferred and guaranteed	1,988,170	7	7	97
Dubuque and Sioux City,* preferred and guaranteed	330,308	7	7	...
Dubuque and Northwestern, pref.	492,500	8	8	...
Eastern (N. H.)* guaranteed	500,000	5	5	...
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	7	7	84
Elmira and Williamsport,* preferred and guaranteed	8,536,910	7	7	78
Erie, preferred	100,000	...	...	...
Evansville and Crawfordville, pref.	5,078,224	7	7	64
Hannibal and St. Joseph, pref.	1,182,550	7	7	...
Harrisburg and Lancaster,* guar.	1,180,000	8	4	...
Housatonic, preferred	190,750	7	34	...
Huntington & Broad Top Mountain, preferred	1,500,000	7	7	28
Joliet and Chicago,* guar.	300,000	8	8	...
Joliet and Northern Indiana,* guar.	500,000	7	...	...
Lackawanna and Bloomsburg, pref.	...	...	...	...
Lewis and Farmington,* guar.	...	...	5	...
Little Schuylkill,* guar.	2,640,100	7	7	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	874
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	22
" 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	...
Michigan Southern, guaranteed	586,800	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred	9,744,298	7	...	51
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton	1,344,000	...	2	...
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.)* preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	77
Pateron and Hudson,* guar.	630,000	8	8	...
Pateron and Ramapo,* guar.	248,000	...	5	...
Peoria and Bureau Valley,* guar.	1,200,000	...	6	...
Philadelphia and Erie,*	6,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	10	...
Philadelphia and Trenton,* guar.	1,099,720	...	10	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Pott. & Kennebec (Yarmouth) guar.	20,000	6	6	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	...
Rochester and Genesee Valley*	557,500	...	7	...
Rutland, preferred	...	7	7	65
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,500	6	6	36
Schuylkill Valley,* guar.	578,000	5	5	...
Shenokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol. Peoria & Warsaw (W. D.) pref. (E. D.) pref.	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,700,000	7	...	...
Troy and Greenbush,* guar.	1,000,000	7	7	86
Vermont and Canada,* guar.	274,000	7	7	...
Warren,* guar.	2,500,000	8	8	...
White Mountains,* guar.	1,408,300	7	7	...
Wright- York & Gettysburg,* pref.	200,000	5	5	...
	317,050	...	2	...
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	6	6	83
Union, preferred	...	6	...	14
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	...
Alapocas Mining, pref.	\$,774,400	7	7	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 21 cents per lb.; Pig, 77 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 46; Scrap Wrought, 48 per ton.		
Pig, Scotch, No. 1.....	per ton	50 @ 54
Pig, American, No. 1.....	50 @ 62	
Pig, American, No. 2.....	49 @ 50	
Pig, American, Forge.....	47 @ 48	
Bar, Refined, English and American.....	95 @ 81	
Bar, Swedes, assorted sizes.....	(gold). 85 @ 100	
STORE PRICES.		
Bar, Swedes.....	120 @ 130	
Bar, Refined, ½ to 2 in. rd. & sq.—1 to 6 in.		
x ½ to 1 in.....	105 @ —	
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rd. & sq.....	110 @ —	
Bar, Refined, 1½ by ½ & 5-16.....	112 50 @ —	
Large Round.....	117 50 @ 122 50	
Scroll.....	117 50 @ 147 50	
Ovals and Half-round.....	120 @ 130	
Band.....	120 @ 117 50	
Horse Shoe.....	115 @ 125	
Rods, ½ to 16 inch.....	110 @ 150	
Hoop.....	130 @ 172 50	
Nail Rod.....	per lb. 7½ @ —	
Sheet, Russia, as to assortment.....	(gold) 17 @ 18	
Sheet, Single D. and T. Common.....	6 @ 7	
Sheet, Doubles and Trebles, Charcoal.....	7½ @ 8	
Sheet, Galvanized.....	List. 15 per ct. disc.	
Rails, English.....	(gold)..... per ton. 69 @ 70	
Rail—American, at Works in Penna.—c.y. 76.....	@ 80	
Anvils, (Fagle).....	per lb. currency. 8 @ —	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices).		
English, Cast, (3d and 1st quality).....	per lb. 16 @ 18	
English, Spring (3d and 1st quality).....	7 @ 10	
English Billet (3d and 1st quality).....	10 @ 17	
English Machinery.....	11 @ 13	
English German (3d and 1st quality).....	10½ @ 12	
American Blister.....	12 @ 12	
American, Cast, Tool.....	15 @ 16	
American, Spring.....	9 @ 10	
American Machinery.....	9 @ 11	
American German.....	9 @ 11	
NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)		
Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— @ 5 25	
Cut, 8d. and 9d.....	— @ 5 50	
Cut, 6d. and 7d.....	— @ 5 75	
Cut, 4d. and 5d.....	— @ 6	
Cut, 3d.....	— @ 6 75	
Cut, 2d and 3d. Fine.....	— @ 7 50	
Cut Spikes, all sizes.....	— @ 5 50	
Cut, Finishing, Casing, Box, &c., 10d to 3d.....	5 75 @ 7 25	
Clinch, Kegs.....	6 75 @ 7 25	
Horse Shoe, Forged (No. 10 to 5).....	per lb. 20 @ 33	
Copper.....	@ 40	
Yellow Metal.....	@ 20	
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.		
Banca.....	(gold). per lb. 40 @ 46	
Straite.....	(gold). 40 @ —	
English.....	(gold). 39½ @ 39½	
Plates—Fair to good brands.....		
I. C. Charcoal.....	10 25 @ 13	
I. C. Coke.....	10 75 @ 11	
Coke Terne.....	9 75 @ 9 87½	
Charcoal Terne.....	10 25 @ 11	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.		
Crude, 40 @ 48 gravity (in bulk).....	12½ @ 12½	
Crude, 40 @ 47 gravity (in shipping order).....	16½ @ —	
Refined, Standard White (in ship's order).....	22½ @ 22½	
Refined, S. W. (in jobbing lots).....	@ 23	
Refined, S. W. (in tin).....	27½ @ 28	
Naphtha, Refined, (65 @ 73 gravity).....	10 @ 11	
Residium.....	per bbl. 4 @ 6	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.		
All Cash.		
Copper, New Sheathing, (over 12 oz.) per lb.....	@ 38	
Copper, Bolts.....	@ 40	
Copper, Braziers' (over 16 oz.).....	@ 40	
Copper, Nails.....	@ 44	
Copper, Old Sheathing, &c., mixed lots.....	@ —	
Copper, Chile Pig.....	@ —	
Copper, American Ingot.....	@ 32½	
Yellow Metal, New Sheathing and Bronze.....	@ 25	
Yellow Metal, Bolts.....	@ 25	
Yellow Metal, Nails.....	@ 28	
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.		
Spanish.....	(gold) per 109 lb. 5 90 @ 6	
German.....	(gold) 5 90 @ 6	
English.....	(gold) 5 95 @ 6 70	
Bar.....	9 25 @ —	
Pipe.....	@ 10	
Sheet.....	@ 10	
Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.		
CAL—DUTY: Bitumens, 1.25 per cent. of 28 bushels 30 lb. to the bushel; Anthracite, FREE; other, 40 cents per 25 bushels of 80 lb. to the bushel.		
Newcastle Gas.....	per ton of 2240 lb. @ 8	
Liverpool Gas Cannel.....	@ 12	
Liverpool House Cannel.....	@ 17	
Anthracite.....	per ton of 2,000 lb. 4 @ 5	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th. 21	F. 22	Sat. 23	M. 25	Tu. 26	W. 27
Canton Co.	92½	95	96	96	95	95
Central Pacific 6s.	102	101	101½	101½	101	102
Central of N. Jersey.	112½	112	112½	113	113	113
Chicago & Alton.	117	117	117	117½	117	117
.. pref. ....	.....	.....	.....	.....	.....	.....
.. 1 M. ....	.....	.....	.....	.....	.....	.....
.. S. F. ....	.....	.....	.....	.....	.....	.....
.. Inc. bds. ....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q. ....	.....	134	134	.....	.....	.....
.. 8s. 1887.	14	79½	81½	82½	82½	82½
Chic. & Northwestern. 7s.	79	79½	81½	82½	82½	82½
.. pref.	92	92	93½	94	94	94
.. 1st M. ....	.....	99	93½	94	94	99½
.. S. F.	94	.....	.....	.....	.....	.....
.. Consol.	94	.....	.....	.....	.....	.....
Chic., Rock Isl. & Pa.	113½	113½	115½	114½	114½	116½
Chi., R. I. & Pa. 7s. 1896. ....	.....	.....	101½	.....	.....	102
Clev., Col., C. and Ind. ....	.....	89	89	89½	89	89
Clev. & Pittsburg guar. 90½	90½	90½	91½	91½	91½	92
.. 2 M. ....	.....	.....	.....	.....	.....	.....
.. 3 M. ....	.....	.....	.....	.....	.....	.....
.. 4 M. ....	.....	.....	.....	.....	.....	.....
Clev. and Toledo. ....	.....	.....	.....	.....	.....	117
.. S. F. 7s.	25½	25½	25½	25½	25½	25½
Col., Chi., & Ind. C.	25½	25½	25½	25½	25½	25½
.. 1 M.	93	93½	93½	93½	93½	93½
.. 2 M.	75	75	75½	75½	75½	75½
Del. & Hudson Canal.	119½	119½	119½	119½	119½	119
Del. Lack. & Western.	110½	110½	112	112	112	112
.. 1 M. 7s. ....	.....	.....	.....	.....	.....	.....
.. 2 M. 7s. ....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City.	49½	49½	50½	51½	51½	51½
Erie Railway.	79	77	77	79	80	78
.. pref.	79	77	77	79	80	78
.. 1 M. 7s. 1897.	103	103	103	103	103	103
.. 2 M. 7s. 1879.	98	.....	.....	.....	.....	.....
.. 3 M. 7s. 1883. ....	.....	95	.....	.....	.....	95½
.. 4 M. 7s. 1880. ....	.....	94½	94½	.....	.....	.....
.. 5 M. 7s. 1888. ....	.....	91	.....	92	.....	.....
Great Western 2d mort. 90	90	90	90	90	90	90
Hannibal & St. Joseph. 44½	44	44	43½	44	44	44
.. pref.	64	.....	.....	64½	.....	.....
.. 8s. conv.	93	.....	.....	.....	.....	92½
Hudson River. ....	.....	.....	.....	.....	.....	.....
.. 2 M. S. F. ....	.....	.....	.....	.....	.....	.....
.. 3 M. 7s. 1875. ....	.....	.....	.....	.....	.....	.....
Illinois Central.	132½	132	.....	.....	.....	.....
.. bonds ....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. S. 7½. 93½	93½	93½	94	93½	94½	94½
Lake Shore Div. bonds. 9½	.....	.....	.....	.....	.....	98
Marietta & Cin. 1st pref. ....	.....	.....	.....	.....	.....	.....
.. 2d pref. ....	.....	.....	.....	.....	.....	.....
Michigan Central.	114	115	.....	.....	.....	.....
.. S. F. 8s. 1882.	110½	.....	.....	.....	.....	.....
M. S. and N. Y. 1 M. S. F. 104½	104	104½	.....	99½	99½	.....
.. 2 M. ....	.....	.....	.....	99½	99½	.....
Mariposa Mining Co. ....	.....	1½	1½	1½	1½	1½
.. pref. ....	.....	1½	1½	1½	1½	1½
Milw. and St. Paul.	59	69½	63	62½	63½	63½
.. pref. ....	.....	79	80½	.....	.....	81½
.. 1st mort.	93	93	.....	.....	.....	.....
.. 2d mort. ....	.....	.....	.....	.....	.....	.....
.. 8s. ....	.....	107	.....	.....	.....	107½
.. 7 3-10s con. ....	.....	.....	.....	.....	.....	.....
Missouri 6s.	95½	95½	.....	95½	95½	.....
.. H. & St. J. iss. ....	.....	.....	.....	.....	.....	.....
Morris and Essex.	96	.....	96	.....	96	.....
.. 1st mort.	104½	.....	.....	.....	.....	.....
.. 2d mort.	99	.....	.....	98	.....	.....
New York Central. ....	.....	.....	.....	.....	.....	.....
.. 7s. S. F. 1876.	79	79	.....	.....	.....	.....
.. 6s. S. F. 1883 93½	93½	94	.....	94	.....	.....
.. 6s. S. F. 1887. ....	.....	.....	.....	.....	.....	.....
N. Y. Cen. & Hud. Riv. 94½	95½	94½	94½	94½	95½	.....
.. certificates.	91	90½	90½	90	90½	.....
N. York and Harlem.	110½	112	112	112	112	112
.. pref. ....	.....	.....	.....	.....	.....	.....
.. 1 M. 7s. 1873.	123	.....	.....	.....	.....	103
N. Carolina 6s. old.	38	37½	.....	.....	.....	36
.. new.	24	.....	23	23	.....	.....
Ohio and Miss.	45½	46½	47½	48½	48	50½
.. pref. ....	.....	75	75	76	.....	.....
.. 1st M. ....	.....	.....	.....	.....	.....	.....
Pacific Mail S. S. Co.	59½	60	61½	61½	62½	63½
Panama.	90	.....	.....	.....	85	.....
Phila. and Reading. ....	.....	114½	114½	114½	.....	.....
Pitts., Ft. W. & Chi. gtd. ....	.....	.....	.....	.....	.....	.....
.. 1 M.	105	105	.....	105	.....	.....
.. 2 M. ....	.....	103	103	.....	.....	.....
.. 3 M. ....	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co. 35½	36	38½	44½	43	42½	.....
St. L., Alton & T. H.	28	.....	.....	.....	28	.....
.. pref.	65½	66	66	66	.....	.....
.. 1 M. ....	.....	97	.....	.....	.....	.....
.. 2 M. pref. ....	.....	.....	.....	.....	.....	.....
.. Income bds. ....	.....	81	.....	.....	.....	.....
Tennessee 6s. old.	67	.....	.....	.....	67	.....
.. new.	67	.....	67½	67	67	.....
Tol., Wab. & Western. 75½	76½	76½	76½	77½	78½	.....
.. pref. ....	.....	.....	.....	.....	.....	.....
.. 1 M. ....	.....	.....	.....	.....	.....	.....
.. 2 M.	94½	94½	.....	94½	97½	.....
.. Equipment. ....	.....	.....	87½	.....	.....	.....
.. St. Lou. Div. ....	.....	.....	90	.....	.....	.....
Union Pacific.	38½	37½	38½	38½	38½	38½
.. 1st mort.	92	91½	91½	92½	91½	.....
.. L. G. 7s.	84½	84	85	84½	84	85
.. Inc. 10s.	84	84½	84½	85	85	85
Virginia 6s. old. ....	.....	.....	.....	.....	.....	.....
.. new. ....	.....	.....	.....	.....	.....	.....
.. consol.	58	59½	.....	58½	.....	58
.. def. cert.	16	16	16	15½	.....	.....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	107	107	107	107
U. S. 5s, 1874, coup.	107	107	107	107
U. S. 5s, 10-40s, reg.	107	107	107	107
U. S. 5s, 10-40s, coup.	108	108	108	108
U. S. 5s, 1881, reg.	107	107	107	107
U. S. 5s, 1881, coup.	109	109	109	109
U. S. 5s, 1881, reg.	107	107	107	107
U. S. 5s, 1881, coup.	115	115	115	115
U. S. 5s, '81, O.W.L.	111	111	111	111
U. S. 5s, 5-20s reg. '02.	111	111	111	111
U. S. 5s, 5-20s, c. 1862.	111	111	111	111
U. S. 5s, 5-20s, reg. '64.111	111	111	111	111
U. S. 5s, 5-20s, c. 1864.	112	112	112	112
U. S. 5s, 5-20s, reg. '65.111	112	112	112	112
U. S. 5s, 5-20s, c. 1865.112	112	112	112	112
U. S. 5s, 5-20s, r. n. '65.111	110	110	110	110
U. S. 5s, 5-20s, c. n. '65.111	110	110	110	110
U. S. 5s, 5-20s, reg. '67.111	111	111	111	111
U. S. 5s, 5-20s, c. 1867.112	112	112	112	112
U. S. 5s, 5-20s, reg. '68.	112	112	112	112
U. S. 5s, 5-20s, c. '68.112	112	112	112	112
U. S. 5s, Pac.R.R.issue.115	115	115	115	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

Jatawissa preferred	40	47	47	47
Camden and Amboy	124	124	125	125
6s, 1875	98	92	92	92
6s, 1883	92	92	92	92
6s, 1889	91	91	91	91
mort. 6s, '89	90	90	90	90
Elmira & Williamsport	90	90	90	90
pref.	90	90	90	90
Lehigh Navigation	45	44	43	43
6s, 1884	92	92	92	92
Gold L.	92	92	92	92
R. R. L.	92	92	92	92
Conv. L.	92	92	92	92
Lehigh Valley R.R.	92	92	92	92
6s new coup.	92	92	92	92
6s new reg.	92	92	92	92
Little Schuylkill R.R.	40	40	40	40
7s	52	53	53	53
Minehill	52	53	53	53
Morris Canal	49	49	49	49
pref.	49	49	49	49
North Pennsylvania	50	50	50	50
6s, 1880	99	99	99	99
7s	99	99	99	99
10s, 1887	99	99	99	99
Northern Central	38	38	38	38
Oil Creek & Alleg. Riv.	38	38	38	38
7s	81	81	81	81
Pennsylvania R.R.	59	59	59	59
1st M.	100	100	100	100
2d M.	100	100	100	100
Gen. mort.	93	93	93	93
6s, 1875	95	95	95	95
Penn. State, 6s, 1st series	100	100	100	100
6s, 2d series	100	100	100	100
6s, 3d series	100	100	100	100
Philadelphia City, 6s, 97	97	97	97	97
new	101	101	101	101
Philad. Germ. & Nor.	87	87	87	87
Phila. & Reading	56	56	56	56
Philadelphia and Erie	28	28	28	28
6s	89	89	89	89
7s	89	89	89	89
Phila. Wilm. & Balt.	89	89	89	89
Schuylkill Navigation	101	101	101	101
pref.	101	101	101	101
6s, 1882	79	79	79	79
6s, 1876	79	79	79	79
6s, 1872	79	79	79	79
Hestonville (Horse)	79	79	79	79
Chestnut & Wal.	79	79	79	79
Green & Coates	79	79	79	79
2d and 3d streets	79	79	79	79
Spruce and Pine	33	33	33	33
13th and 15th sts.	33	33	33	33

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

Baltimore City 6s, 1875.100	100	100	100	100
1886	98	98	98	98
1890	98	98	98	98
1884	98	98	98	98
1900	98	98	98	98
Balt and Ohio	150	149	149	149
bonds, 1875	96	96	96	96
1880	96	96	96	96
1885	96	96	96	96
Marietta & Clin. 1st M.	97	97	97	97
2d M.	89	89	89	89
3d M. 8s	75	75	75	75
Northern Central	38	38	38	38
bonds, 1885	89	89	89	89
1900	92	92	92	92
Pittab. & Connellsv. 7s	92	92	92	92
N. W. Va. 1st mort.	92	92	92	92
2d mort.	92	92	92	92
3d mort.	92	92	92	92
Virginia 6s, Consol.	58	58	58	58
Defer. Certif.	15	15	15	15
City Passenger R. R.	16	16	16	16

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

Boston and Albany	151	150	150	150
Boston and Lowell	151	150	150	150
Boston and Maine	142	142	142	142
Boston and Providence	152	152	152	152
Boston, Hartford & Erie	4	4	4	4
7s, new	41	42	42	42
Cheshire, pref.	83	83	83	83
Chl. Burl. & Quincy	134	134	134	134
Concord	134	134	134	134
Connecticut River	140	140	140	140
Eastern	109	109	109	109
Fitchburg	109	109	109	109
Manchester & Law'ree	112	112	112	112
Michigan Central	114	114	114	114
Northern, N. H.	114	114	114	114
Ogdens. & Lake Cham.	86	86	86	86
pref.	102	102	102	102
Old Colony & Newport	109	109	109	109
Ph. Wil. & Baltimore	56	56	56	56
Port'd, Saco & Ports	56	56	56	56
Union Pacific	39	39	39	39
6s	90	90	90	90
Land Grant 7s	81	81	81	81
Income 10s	83	84	84	84
Vermont & Canada	98	98	98	98
Vermont & Mass.	82	82	82	82
South Boston (Horse)	82	82	82	82
Cambridge	82	82	82	82
Metropolitan	65	64	64	64
Middlesex	65	64	64	64
Central Mining Co.	29	29	29	29
Copper Falls	11	12	12	12
Franklin	9	10	12	12
National	4	4	5	5
Pewabic	9	10	11	11
Quincy	43	45	48	49

London Stock Exchange.

Closing Prices.

Mar. 1. Mar. 8.

Atl. & Gt. West. N. Y. sec. 7 per ct	91	93	92	94
1st mort., 1880	85	90	85	90
Do. do., 2d mort., 1881	85	90	85	90
Do. Penn., 1st mort., 1877	85	90	85	90
Do. do., 2d mort., 1882	85	90	85	90
Do. Consol. 7 per cent. mort. 1890	36	37	37	38
Detroit and Milwaukee 1st mort. 7s	75	79	76	80
Do. 2d mort. 8 p. c.	75	79	76	80
Erie shares 100 dol. all paid	31	32	32	32
Do. sterl. 6 p. c. convertible bonds	78	80	78	80
Illinois Central, 6 per cent., 1875	101	103	100	103
Do. Redemption mort. bonds 6 p. c.	101	103	100	103
Do. 100 dol. shares, all paid	108	109	108	109
Marietta and Cincinnati 7s	78	83	78	83
Michigan Central 8s, conv. 1899	90	100	90	100
Panama 2d mort. 7s, 1872	85	87	86	88
Panama General mort. 7s, 1897	85	87	86	88
Penn. R. R. bonds, 2d mort. 6 per ct.	100	102	100	102
Do. General mort. 6 p. c. 1910	95	96	95	97
Do. 850 shares	50	52	50	52
Philadelphia and Erie 1st mort. 1881	95	97	95	97
Do. with option to be paid in Phila.	95	97	95	97

American Railroad Journal.

Saturday March, 30, 1879.

Stock Exchange and Money Market.

The Money movement has been generally against the borrowing interests during the week, though occasional relaxations have been noted. The offerings, as a rule, have been quite reserved, the city banks not having been in a position that would justify them in extending their advances, while private lenders have been availing themselves of the pressure for aid—due in part to speculative manipulations of the market—to maintain extreme rates for accommodation, particularly to the Stock Exchange firms. Call loans have been quoted at from 7 per cent. currency to the large Government houses, to 7 per cent. gold, and in several instances, an additional commission to the Stock brokers. The later negotiations indicated less stringency, and much more favorable terms as to rates for borrowers, closing with the best class of call loans quoted at 6@7 per cent. currency. The offerings of mercantile paper were moderate for the season with choice to good grades of business paper rated at from 7@10 per cent. per annum, on a fair demand for selections of double, and single names. The Treasury Depart-

ment has been disbursing both coin and currency, through the local office, quite freely, reducing its cash balances. The city banks reduced their loan and discount average nearly $2\frac{1}{8}$ millions during the week while again moderately contracting their outstanding circulation. The U. S. Sub-Treasury reduced its currency balance slightly. It also made a reduction of $4\frac{1}{4}$ in its coin reserve. Its currency balance at the close of business on Tuesday was \$6,356,473 and its coin reserve, \$67,999,116.

The city banks, in their latest return, show a reduction of \$569,500 of legal tender notes, \$167,800 of specie, \$2,332,900 of deposits; also a decrease of \$2,107,400 in their loan and discount averages, and of \$80,200 in their item of circulation. The city bank exchanges, last week, averaged \$118,794,557 and thus far, this week, about $116\frac{1}{4}$ millions daily. The banks now hold \$4,125,025 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$19,436,600, against \$19,617,007 same time last year. The city bank deposits are now \$203,717,000, against \$225,774,302 week ending March 25, 1871. The legal tender reserve amounts to \$42,618,300, against \$55,198,408 same time last year. The circulation now stands at \$28,018,300 against \$31,583,398 same time last year. The loans are now \$277,761,500 against \$291,114,320 at this date last year.

The coin reserve of the city banks is now about $19\frac{1}{2}$ millions as against about $28\frac{3}{8}$ millions on the 6th of January; the legal tender reserve is about $45\frac{3}{8}$ millions against \$46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance \$128,312, and its coin reserve \$4,241,673 as the result of the week's business. The receipts of the office were \$3,592,342 in coin, and \$2,011,059 in currency; payments, \$7,834,015 in coin, and \$2,139,372 in currency. The office received \$2,339,000 in coin or its equivalent from customs; and disbursed \$250,356 of coin interest.

The cash balance at the Treasury Department at the opening of business on Tuesday were: Coin, \$119,500,000; currency, \$10,000,000. Coin certificates were outstanding for \$30,000,000.

Government revenues have been yielding moderately, during the week. The excises yielded about two millions, and thus far since July 1, 1871, \$94,288,517. The customs at the port of New York, last week were \$2,292,657; at the outports, equal to about \$750,000 more, all in coin, or coin certificates.

Gold has shown a very moderate degree of animation in the speculative dealings of the week, with but slight fluctuation in the price from day to day. The export movement has been limited. The customs call has been less urgent. At the close, the speculative inquiry was somewhat brisker, and quotation were a trifle stronger. The range of the price during the week has been from $109\frac{3}{8}$ @ $110\frac{1}{4}$ and the closing quotation on Wednesday was $110\frac{1}{4}$ @ $110\frac{1}{4}$ against $109\frac{3}{4}$ @ $109\frac{3}{4}$ the preceding Wednesday. The specie outflow, last week, was \$675,626. The Gold Exchange Bank clearances have averages about $32\frac{3}{8}$ millions per day during the week.

The customs demand for Gold last week, aver-

aged \$389,833 a day; thus far, this week, it has averaged \$656,745 a day, or equal to a weekly aggregate of \$3,940,470. The arrivals of specie from Europe, Havana and other foreign ports last week were \$243,235, and since Jan. 1, 1872, \$535,210 against \$2,748,378 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$116,024,794 against \$108,434,875 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 23, 1872, \$62,109,020, against \$66,262,358 same time in 1870-'71.

The export drain of specie was \$675,626 last week, against \$1,531,579, same week preceding year. The shipments since July 1, 1871, have been \$26,969,780 against \$55,007,281 same time in 1870-'71.

Foreign Exchange has been quoted steadier as to price, toward the close, on rather lighter offerings of prime bills, and a fair inquiry. Bankers' sixty day bills on London closed on Wednesday at 109¼@109½; sight bills on London, 110¼@110½.

The produce exports from this port, week ending with March, 26th were to the currency value of \$4,078,234.

Government securities have been moderately dealt in, chiefly by investment purchasers, at generally firm prices, closing with an upward tendency.

U. S. sizes of 1881 closed here on Wednesday of the current week at 115½@115¾; U. S. Five-Twenties of 1862, (other than the bonds called in) 112@112½; U. S. Five-Twenties of 1864 at 112½@112¾; U. S. Five-Twenties of 1865, 112½@112¾; U. S. Five-Twenties of 1865 consolidated, 111¼@111½; U. S. Five-Twenties of 1867, 112½@112¾; U. S. Five-Twenties of 1868, 112½@112¾; U. S. Ten-forties at (ex March coupon) 108½@108¾; U. S. Fives of 1881 (Funding Loan) 109½@109¾. Six per cent. currency bonds, 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 13.	Mar. 20.	Mar. 27.
Consols.	92¾@92¾	92¾	93¼
U. S. 5-20's of 1862..	92¾	92¾	92¾
U. S. 5-20's, 1865....	93¼	93¼	93¼
" 1867	92¾	93¼	93¼
" 10-40's	89	89½	89½
Erie		44½	54½

State bonds have been in fair demand, but variable in price.

There has been a good average investment business noted in the better class of Railway bonds at generally firm prices. Central Pacific Sixes have been in fair demand at 101¼@102. Chesapeake and Ohio Sixes have been in request at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been decidedly brisk and buoyant in price, with the extraordinarily spirited Erie share speculation as the main feature of the week, dealings, which on Tuesday carried the price of these shares up to 68, on a remarkably excited market. The fluctuations in the speculative favorite were frequent and violent. The extremes on this stock on Wednesday were 66 and 60.

At the auction sale of Scranton Coal on Wed-

nesday, 125,000 tons were sold at in most instances a trifle better prices, ranging from 3.55@4.17½, as against 3.50@4.25 in February.

On Wednesday, 11,000@12,000 bales of Cotton were reported sold for export to Liverpool, with freight and charter engagements for the same port of 15,000@16,000 bales, an extraordinarily extensive business.

General business has shown less activity in the dealings in Breadstuffs, Provisions, Wool, Tobacco, Seeds, and Petroleum, with considerable irregularity in values. Cotton closed with decidedly more animation. Middling upland cotton closed on Wednesday at 22¾@23cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,396,055 bales, against 3,267,713 bales same time in the preceding year; exports 1,494,586 bales against 2,155,289 bales in the previous year; stock at the ports at latest dates, 439,697 bales against 658,328 bales same date 1871.

In the metal trade, the chief features were the unusually extensive transaction in Ingot Copper, mostly for forward delivery, at advanced rates; the buoyancy in Iron and Tin, which were offered with reserve; and the free business in Hardware at advanced rates. The week's sales of Ingot Copper reached about 10 million pounds, for prompt and forward delivery, closing at 33¼@33½ cash, and 28½@29½ for June to August delivery. Iron has been quoted firmer, on a reduced stock and fairly active call, with sales reported of 450 tons Glengarnock Pig, seller March and April, on private terms, closing on the spot at \$51@52; 100 tons Eglinton Pig on private terms, closing at \$50; 4,000 tons English Rail, 4,000 tons American do., 600 tons old Rails, 450 tons old Doubled-headed do., and 800 tons Wrought Scrap, on private terms.

At the Live Stock Markets, Beeves have been in good demand at 10@14 cts.; Veals in moderate request at 5@10½ cts.; Sheep wanted at 8@10¾ cts. Swine, dull at 5@5¼ cts. per lb., all live weight. The week's receipts were 7,671 Beeves, 28,078 Veal Calves, 14,818 Sheep and Lambs; and 28,078 Swine.

Foreign goods have been in fair request at generally firm prices. The week's imports of foreign goods reached the amount of \$8,213,542 including \$4,238,558 of dry goods.

Ocean freights have been rather more active, and rates generally well supported.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 24; do. 1st mort., 78; St. Louis and Iron Mt. R. R., 85; do. 1st mort., 95; Boston, Hartford and Erie, R. R., 9¼; do. 1st mort., 45½; do. guar. bonds, 52; St. Louis, Jacksonville and Chicago 1st mort., 97; Chicago and Milwaukee 1st mort., 95; Toledo, Peoria and Warsaw 1st mort. W. D., 91; do. 2d mort., 87½; Hannibal and Naples 1st mort., 91¼; Ohio and Miss. 2d mort., 87¼; Pacific R. R. 7s. guar. by Mo., 99; Albany and Susq. 2d mort., 100½; Long Dock bonds, 94¾; Cleveland and Pittsburg consol., 95½; Central of New Jersey 1st mort. new, 104½; Cleve., Col., Cin. and Ind. 1st mort., 102; Cedar Falls and Minnesota 1st mort., 83¾; North Missouri 1st mort., 91½; Hannibal and St. Joseph L. G. bonds, 106¼; Great Western 1st mort., 1888, 95¼; Rome, Watertown and

Ogdenburg 1st mort., 99; New York and New Haven scrip., 139¼; Rensselaer and Saratoga R. R., 105; Lake Shore and Michigan Southern Scrip., 90¾; South Carolina 6s, new, Jan. and July, 39; do. Apl. and Oct., 36¼; N. J. Central L. and Imp. Co., 75; Cumberland Coal and Iron, 75; Consol. Coal of Md., 41¾; Maryland Coal, 21¼; Pennsylvania Coal, 220; Am. Coal, 40; Western Union Tel., 73½; do. 7s. 96; Quicksilver pref., 52½; U. S. Exp., 74½; Adams Exp., 89½; Wells Fargo Exp., 78½; Am. Mer. Union Exp., 73½.

Philadelphia.—Philadelphia and Reading 7s, 1893, 106; do. 6s, 1880, 93½; Nesquehoning R. R., 59¼; Camden and Atlantic R. R., 25; do. pref., 34½; Huntingdon and Broad Top Mountain 1st mort., 102½; Catawissa 7s, 96; Pennsylvania Canal 6s, 75; Harrisburg and Lancaster 6s, 92; Schuylkill Nav. 6s, 1895, 80¼; Allegheny Valley 7-30s, 93½; Warren and Franklin 1st mort., 90½; East Pennsylvania R. R., 39½; Morris Canal scrip., 85; Wyoming Canal 7s, 96¼; Connecting R. bonds, 87; Pennsylvania allotments, 58¼; Lehigh Valley allotments, 58½; do. 7s, new, 101¼; Oil Creek and Allegheny River 1st mort., 86; Philadelphia 5s, 89; Fulton Coal, 5½. The latest quotations are: City 6s, 97½@98; do. free of tax, 101¼@101½; Pennsylvania State 6s, W. L. 100½@101; do. 1st series, 100¾@101¼; do. 2d series, 104¼@104½; do. 3d series, 107¾@108; Reading, 57¼@57½; do. mort. 7s, 1893, 105@106; do. mort. 6s, 1880, 93@94½; Camden and Amboy, 125@125; do. mort. 6s, 1889, 96@96½; do. 1883, 91@—; do. 1889, 91@92; Pennsylvania R. R., 60½@60¾; do., allotments, 58¼@58½; do. 1st mort., 99@100; do. 2d mort., 100@100½; do. General mort. coupon, 92@93; do. reg., 95¾@96½; Little Schuylkill R. R., 46¾@46¾; Morris Canal, 49@50; do. pref., 123@125; do. 6s, 93@94; Susquehanna Canal, 8@8; do. 6s, 74½@75; Schuylkill Nav., 8@8½; do. pref., 16½@17; do. 6s 1882, 78½@79¼; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@94¾; do. 5s, 60½@—; Lehigh Coal and Navigation, 43½@44; do. 6s, 1884, 88@89; do. R. R. Loan, 98@98½; do. Gold Loan, 92¾@93½; North Pennsylvania 50@50¼; do. 6s, 99½@100; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 28½@28½; do. 6s, 90½@91; Minehill, 53@53¼; Catawissa, 15@16¼; do. pref., 46½@47; Lehigh Valley, 58½@59½; do. allotments, 58@58½; do. 6s, new coupon, 95½@96½; do. reg., 95½@96¼; do. 7s, 101½@101¾; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 66@67; Thirteenth and Fifteenth, 21@21; Spruce and Pine, 33@34; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 20¾@22; Union, 72@—; Germantown, 38@40.

Boston.—Burlington and Missouri River R. R. 8s, 1894, 109¾; do. 8s, in Nebraska, 98½; Boston, Clinton and Fitchburg 7s, 1889, 90; Framingham and Lowell 7s, 1890, 90; Chicago and Michigan Lake Shore 8s, 1889, 84¾; Quincy and Palmyra 8s, 1892, guar., 82¾; Eastern R. R. 6s, 1874, 98; Central Pacific 7s, 1883, gold, 100; Chillicothe and Brunswick 8s, 1894, 82; Vermont Central and Vermont and Canada 8s, 1875, 99¼; Michigan Air Line 8s, 1890, 107½; Old Colony and Newport 6s, 1876, 97¾; do. 7s, 1877, 102¼; Little Rock and Fort Smith 7s, 1900, 25½@26½; do. 6s, gold, 30¼; Vermont Central 1st mort.,

82½; do. 8s, 1891, guar., 99½; Kalamazoo, Allegan and Grand Rapids 1st mort. 8s, 1888, 95½; Agricultural Branch, 65; Portsmouth, Gt. Falls and Conway R. R., 99½; Nashua and Lowell R. R., 148¾; Rutland R. R. pref., 65; do. 8s, 1880, 94¾; do. scrip., 86; Cape Cod R. R., 78¾; Conn. and Pass. Rivers R. R. pref., 89½; do. 7s, 1876, 99½; Norwich and Worcester R. R., 125; Eastern (N. H.) 103; Granite Railway, 69¾; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. pref., 38¾; Cary Imp., 14¾; Waverly Land, 7½; Brookline Land 7¼; Boston Water Power, 56¾; Rhode Island 6s, 1893, 100; Maine 6s, 1889, 101¼; New Hampshire 6s, 1874, 100¼; Boston 6s, 1875, currency, 100; do. 1880, 101½; do. 5s, 1882, gold, 97¾; Lowell 6s, 1890, 99½; Portland 6s, 1877, 97½; Rock Island, Ills., 8s, 1882, 103¼; St. Louis 6s, 1878, 92½; do. 1876, 94¾; do. 1887, 89½; Lawrence 6s, 1875, 96¾; Cincinnati 7s, 1890, 104¾; Charlestown 6s, 1892, 100; Allouez Mining Co., 11¾; Astec, 50c.; Algoma, 75c.; Calumet and Hecla, 142; Dawson, Silver, 4¼; Dana, 1½; Hungarian, 60c.; Hanover, 2½; Mesnard, 1; Madison, 87½c.; North Cliff, 30c.; Petherick, 3½; Pontiac, 70c.; Rockland, 2¾; Ridge, 7½; Shuniah, Silver, 8¾; Superior, 55c.; Tremont, 50c.

Baltimore.—Orange, Alex. and Manassas 7s, 85¼; Northern Central 6s, 1900, gold, 93¼; Orange and Alexandria 4th mort., 8s, 85; do. 2d mort. 6s, 83½; Wilmington and Weldon 7s, 93; Western Maryland 2d mort. pref., 76; do. 3d mort. guar., 96; Richmond and Danville 1st mort., 82; Central Ohio R. R., 30¼; Maryland Defense Loan, 105; Virginia 6s, old, reg., 45. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 94@94¼; Baltimore and Ohio, 149@150; do., pref., 100@100; do., 6s, 1875, 96¼@96¾; do., 1880, 95½@95¾; do., 1885, 96@97; Northern Central, 38½@39; do. 6s, 1885, 93@95; do., 1900, 89½@90; do., 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 97@99; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 97@97; do., 2d mort., 89½@90; do., 3d mort., 75¾@76; Central Ohio, 30¼@30½; do., 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95@; do., 3d mort. guar., 96@96½; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@86; Richmond and Danville bonds, 82@83; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@84; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 84½@86; Orange, Alex. and Manassas 7s, 85@85¼; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100¾@100½; do., 1884, 97½@98¼; do. 1886, 99½@—; do., 1890, 97¾@98; do., 1893, exempt, 99@—; do., 1900, exempt, —@99½; Memphis City 6s, 57½@58; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 105@105; City Passenger R. R., 24@24½; George's Creek Coal, 78@80.

The Wilkesbarre (Pa.) Times says that engineers have been busy running out the proposed railroad from the coal fields down the east side of the Susquehanna to Catawissa and Williamsport. Work has been done at several points below Nanticoke to make the line sure.

BANKING-HOUSE OF FISK & HATCH, }
No. 5 NASSAU-ST. NEW YORK, March 25, 1872. }

WE ARE SELLING THE CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS—a safe security for investments—at the rate of 94 and accrued interest. They are in denominations of \$1,000, \$500, and \$100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin. Descriptive pamphlets, with full information, furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

Monongahela Bridge.

The Pittsburgh Chronicle says it has been determined not to build a new iron bridge over the Monongahela river, but to replace the present suspension bridge with a substantial wooden truss bridge, at a cost of about \$360,000. The stockholders have decided on a Howe or Burr truss bridge of the following dimensions; Cartways, twenty-two feet wide and twenty-two feet high; sidewalks, eight feet wide in the clear. The cartways will be one foot wider than the present ones, and the sidewalks three feet wider. The channel span will be one hundred feet wider than at present, and the floor of the bridge will be elevated fifteen feet above the present level, giving ample headway for steamboats. The bridge, of course, will be covered—the intention being to use tin for the roof. The plans are now being prepared.

The earnings of the Cincinnati, Sandusky and Cleveland Railroad for six months ending December 31, 1871, were \$459,400 74, and the expenses \$245,591 07, leaving net earnings \$213,809 67. In the corresponding period of the previous year the earnings were \$450,781 96, the expenses \$273,143 82, and the net earnings \$177,638 14—showing an increase in earnings of \$8,668 78, with a decrease in expenses of \$27,552 75, making the increase in net earnings \$36,221 53.

The price of the First Mortgage 7 per cent. gold bonds of the Walkill Valley Railway Company has been advanced to 92½ and accrued interest in currency.

At a meeting of the directors of the Buffalo and Jamestown Railroad at Buffalo on the 21st inst., the following officers were elected for the ensuing year: President, M. Richmond; Vice President, James Adams; Treasurer, Abraham Altman. This is the New York Branch of the direct road to Titusville. The building of the through road to the oil regions is placed beyond a doubt.

The Newport and Cincinnati Railroad bridge, 3,800 feet long, and 103 feet above the water, built under the direction of its chief engineer, Mr. J. H. Linville, was tested on Tuesday the 19th inst., with five heavy engines and tenders coupled together. The channel span, 420 feet long, the longest railroad span on this continent, deflected only 11-6 inches. The bridge was formally opened on the following Wednesday.

THE

St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS, NO. 11 WALL STREET.

We learn that a large portion of the capital stock of the Bound Brook and Easton Railroad Company has been taken by persons who are largely interested in railroad enterprises and coal mining. This road, with the Perth Amboy and Bound Brook Railroad, will form the shortest and most direct line of communication between tide water and the coal and other mineral fields of Pennsylvania.

The directors of the Maine Central Railroad Company, under the authority given by the Legislature at its late session, have voted to issue nine million dollars' worth of bonds running for forty years and paying nine per cent. annual interest. The object of this issue is to retire the bonded indebtedness of the company, and to furnish ample means for placing the road in the very best of condition.

A bill to incorporate the Absecon Village and Somers' Point Railroad Company has passed the New Jersey Legislature. This is another branch of some seven miles, connecting with the Camden and Atlantic road.

Information has been received that the Swiss engineers, Naaf, Riggensbach and Zschokke, are about to construct a railway to the summit of Mount Vesuvius, similar to that of Mount Washington.

Pork and Beef Packing in Chicago.

The following table exhibits the number of hogs packed in Chicago during the four seasons in which the greatest number of hogs were reported, the aggregate weight and yield of yard in pounds:

	Hogs, No.	Aggregate wt lbs.	Lard, lbs.
1862-3.....	970,264	214,428,344	36,147,509
1863-4.....	904,659	173,794,528	30,758,406
1870-71.....	918,087	207,258,138	34,832,210
1871-2.....	1,225,286	284,922,495	53,629,440

The following table exhibits the number of hogs packed in Chicago for the past 21 years:

1851-2.....	22,036	1862-3.....	970,264
1852-3.....	44,156	1863-4.....	904,659
1853-4.....	52,849	1864-5.....	760,514
1854-5.....	73,694	1865-6.....	507,355
1855-6.....	80,380	1866-7.....	639,332
1856-7.....	74,000	1867-8.....	796,226
1857-8.....	99,262	1868-9.....	597,954
1858-9.....	179,684	1869-70.....	688,140
1859-60.....	151,339	1870-1.....	948,087
1860-1.....	271,805	1871-2.....	1,225,286
1861-2.....	505,691		

The quantities of the articles below specified produced for three seasons compare thus:

	1871-2.	1870-1.	1869-70.
Mess pork, brls.	126,059	98,731	88,894
Prime mess, brls.	19,933	40,897	10,710
Clear middles, lbs.	6,235,424	5,278,351	5,324,027
Short rib, lbs.	31,700,039	30,062,824	18,488,965
Short clear, lbs.	24,923,980	12,392,937	3,372,884
Long clear, lbs.	18,302,005	6,808,832	542,317
Stratford, lbs.	1,209,025	343,700	767,019
Sweet pick'd, lbs.	25,478	31,350	20,978

Beef packing in Chicago for the years named compare thus:

1851-2.....	21,806	1862-3.....	59,687
1852-3.....	24,663	1863-4.....	70,036
1853-4.....	25,431	1864-5.....	92,459
1854-5.....	23,691	1865-6.....	27,721
1855-6.....	28,972	1866-7.....	25,996
1856-7.....	14,971	1867-8.....	35,348
1857-8.....	34,675	1868-9.....	26,950
1858-9.....	45,503	1869-70.....	11,963
1859-60.....	51,606	1870-1.....	21,254
1860-1.....	34,624	1871-2.....	16,080
1861-2.....	53,763		

Journal of Railroad Law.**RAILROAD COMPANIES—ASSAULT AND BATTERY—STATUTE OF LIMITATIONS—TRESPASS.**

The facts in the late case of *Priest vs. The Hudson River Railroad Company* (10 Abb. Pr. N. S. 60) are fully and clearly stated in the following opinion by

MONELL, J.—It was conceded on the argument, that if this was an action for an assault and battery, it was barred by the statute. Section 93 of the code requires that actions for "libel, slander, assault and battery, or false imprisonment," shall be commenced within two years. But it is claimed that the case of the plaintiff falls within the fifth sub-division of section 91 of "any other injury to the person or rights of another not arising on contract, and not hereinafter enumerated."

The allegations in the complaint are those of an assault and battery, committed upon the person of the plaintiff by the defendant's brakeman. Had the action been against the brakeman, it would have been for an assault and battery.

Has it become a different action by being against the employer or principal, under whose authority or direction the injury was done?

Since the abolition of "forms" of actions, which includes the denominations of actions, and reducing all to one form under the denomination of a "civil action," (code § 69,) it has not been

easy to interpret such parts of the code as, very singularly, still preserve to some extent the denomination of actions. Assault and battery, libel, and slander, are in the main but injuries to the person. Yet we find both in apparently inconsistent attitudes, as we do in the two sections already referred to.

To prevent the statute from attaching, it would be necessary to determine that the action is for an injury to the person other than an assault and battery, and that can be done only by making a distinction between an action against the master and an action against the servant.

The old action of trespass was of three kinds: 1st. Trespass for injury to the person, accompanied by force (*vi et armis*), such as assault, battery, or false imprisonment; 2d. Trespass for injuries to the personal property; 3d. Trespass for injuries to real property.

Trespass on the case commonly called "case," lay for injury to the person or the personal rights or property, not accompanied by force or not immediately injurious.

Under the old form of actions, I cannot doubt this would have been trespass, assault and battery, and not trespass on the case.

The liability of the defendants, proceeds upon the principle of agency. Their employee, in performing his assigned duties, committed the assault, and even if it was wilful, and accompanied by more than necessary force, it was done in the course of his employment as the servant of the defendants. (*Meyer vs. Second Ave. R.R. Co.*, 8 Bosw., 305). The distinction between trespass and case, though finely drawn was strictly preserved until the adoption of our new code of practice; and it was not unusual to nonsuit a plaintiff who had mistaken his "form" of remedy.

Trespass was the oldest form of action.

Trespass on the case was given later, and in England first by the statute of 13 Edw. I., and was more comprehensive than trespass.

The strictness with which these forms of action were separated in England may be illustrated by the case of *Savignac vs. Roome* (6 Term. R. 125), where the action was "case" against the master for wilful injury by the servant. The court arrested the judgment on the ground that the action ought to have been "trespass." Afterwards the plaintiff brought trespass, alleging negligence as the cause of the injury (See 2 Black., 442), and was non-suited, on the ground that the action ought to have been "case." And the decisions are reconcilable. Under the old forms, for a wilful act, trespass lay; for a negligent act, case was remedy. In this country, however, and particularly in our State, this rigid strictness was greatly relaxed before the code, and trespass and case were mostly concurrent remedies.

Assuming, then, as the plaintiff must assume, that the liability of the defendants arises from the act having been done by their servant in the course of his employment, and not negligently or unskillfully (for if it was wilfully done outside of his employment, the master would not be liable, see *Wright vs. Wilcox*, 19 Wend. 343), then follows that it was a joint trespass for which a joint action, or several actions against either, could be sustained.

But the action would be for the same cause, for

what a master does by his servant he does by himself.

I am of opinion, therefore, that the action in this case was for assault and battery, and for such cause was maintainable against the defendants, all being principals in the trespass.

There may be some difficulty in reconciling the difference in the limitation of actions for personal injuries other than assault, &c., but the legislature could never have intended to include in actions for personal injuries all the actions enumerated in section 93. But they did intend, I think, to continue, in effect, the distinction which arises from the well understood meaning of words, and hence to confine the action within the two years' limitation, whenever it can be seen, from the statement of the cause of action, that it is for an assault and battery, &c.

I am of opinion, therefore, that the defense ought to have prevailed.

The judgment and order should be reversed, and judgment absolute granted to the defendants' with costs.

Judgment accordingly.

Atlantic, Mississippi and Ohio Railroad.

This road, stretching from Norfolk, Va., on the Atlantic ocean, entirely across Virginia to Cumberland Gap, on its extreme southwestern border—the point of junction with Tennessee and Kentucky—was organized November 12, 1870, under an act of June 17, 1870, by the consolidation of the Norfolk and Petersburg, South Side, Virginia and Tennessee, and Virginia and Kentucky Railways. The total length when completed will be 580 miles. There has been in operation 457 miles since 1858, when the seaboard link was opened, Norfolk to Petersburg, 81 miles; Petersburg to Lynchburg (including branch to City Point, 10 miles) 133 miles; Lynchburg to Bristol (including branch from Glade Spring to Saltville, 10 miles,) 214 miles; in all (including 29 miles side tracks) 457 miles. The addition of 100 miles from Bristol to Cumberland Gap will complete the road.

At Norfolk connection is made with regular steam lines for Baltimore, Philadelphia, New York, Boston and Liverpool—the latter recently established: at Petersburg with branch to City Point, on James river, where tobacco is chiefly loaded; add with all rail route through North and South Carolina to the cotton and rice regions, and with routes via Richmond to Northern and Eastern cities; at Burkeville with the Richmond and Danville Railroad for Richmond, on the north, and south, via Danville, with interior route through the Carolinas to the Gulf; at Lynchburg with the Orange and Alexandria to Washington, forming a part of the great Southern mail route, with the Lynchburg and Danville on the south, now under construction, opening communication with the best tobacco fields of Virginia and on the north-west with the James River and Kanawha Canal, whose extension to the Ohio is proposed under the name of the Chesapeake and Ohio Canal; at Glade Spring with branch to the celebrated salt mines and plaster banks of Southwestern Virginia: at Bristol, its present completed western terminus, with the East Tennessee, Virginia and Georgia Railroad, a prolongation of this line, to Chattanooga and Dalton, where five lines, of common gauge, diverge and establish direct communication with Tennessee, Georgia, Alabama, Mississippi, Louisiana, Texas and Arkansas, and by their connections with the entire Southern, Southwestern and Northwestern States. Cars loaded at Norfolk may thus be carried to New Orleans, Memphis, Louisville, St. Louis or Omaha, without break of bulk; while the route is commanding part of the line—via Memphis—connecting with the Southern Pacific Railroad.

Equally promising are the local resources of the route. On either side lie valuable and fertile lands, producing cotton, corn, wheat, tobacco and lumber. Between Lynchburg and Bristol it traverses the heart of the rich valley of Southwestern Virginia, celebrated for its cereals, grasses, and stock; for minerals, inexhaustible in quantity, adjacent to the line, embracing copper, lead, zinc, iron, barytes, manganese, coal, salt and plaster, already a heavy item in the tonnage of the line, although their development can scarcely be said to have begun, and noted for its medicinal springs. By the extension to Cumberland Gap a rich section heretofore without an outlet will be opened. The extension forms a new line, short, quick and cheap, with easy grades, light curves, never closed by snow, and capable of easy transportation.

The survey of the extension from Bristol to Cumberland Gap, one hundred miles, is completed, and the contract was to be let and work begun April 1, 1872, to be completed on or before January 1, 1874.

The aggregate stock of the four companies consolidated is \$6,921,900, all of which is subscribed except about \$350,000. The company have authority to issue first mortgage for \$15,000,000 to retire existing indebtedness of the several companies, say \$6,000,000, and build extension to Cumberland Gap and enlarge equipment. The company owns by purchase from State three-fifths of its own stock, say \$4,000,000, being the amount formerly subscribed by the State to build the various roads, and forming part of paid up capital. The business of the road is increasing, the revenue having increased fifty per cent. in four years.

"The South Improvement" Monopoly.

We have heretofore given the main features of the great Oil Movement Combination by which the oil-producing and oil-refining business was sought to be controlled in a single interest, but as a meeting is soon to be held in this city to consider what steps are necessary to thwart the designs of the organization, we briefly reproduce what are believed to be the origin, object and aim of this incorporation. It is a great railroad monopoly, formed to control the carrying trade of the petroleum oil business. The company was chartered by the Pennsylvania Legislature in 1870, with a nominal capital of \$10,000,000. During 1871 the co-operation of the four great trunk lines—the Pennsylvania, the Erie, the New York Central and the Baltimore and Ohio Companies—was secured by an agreement on the following basis:

The Erie and New York Central Railways to be accorded each twenty-seven and a half per cent., and the Pennsylvania Central, including the Baltimore and Ohio interest, forty-five per cent of the addition to the freight tariff over the old rates, which exaction was to be rendered possible by the consolidation.

The first advance in freights was made two months ago, and on the first of February another advance was announced. Thus far no decided opposition was made; but when on Monday, the 10th inst., a still further advance was made, the opposition began to be earnest.

The following table shows the present situation:

	Oil in barrels.		Oil in bulk.	
	Old t'f.	New t'f.	Old t'f.	New t'f.
To New York...	\$1 65	\$2 84	\$1 81	\$2 45
To Boston.....	\$1 89	\$2 99	\$1 45	\$2 63

The Cleveland and Pittsburgh refiners, who are connected with the monopoly, receive a drawback of \$1 per barrel, while refined oil from Titusville must now pay a freight charge of more than two and a half cents a gallon, or \$1 16 to \$1 18 per barrel more than before. The railroad companies get a remunerative profit on the oil sent eastward from the refineries of the "Company," while the extra tariff is literally extorted from the refineries of the Titusville region. The South Improvement Company having obtained absolute control of the entire oil producing district, can buy oil on its own account; and by creating a scarcity of the product in the Eastern markets, so

enhance the price as to secure an enormous profit in addition to the overcharge for freight.

The oil producers of the oil region are directly interested in defeating the oppressions and extortions of this gigantic monopoly, by building this railroad to Buffalo, which shall be by its charter incapable of charging high rates of freight on their product. Then the canal during the navigation season will carry it east at very low rates to a market, and in the winter it can be refined and sent from Buffalo, through Canada, on the Grand Trunk railroad to the seaboard. The refiners of oil are interested in building the railroad to Buffalo from Titusville, as these refiners can thereby get coal to use there, and can send their refined oil the same routes to the Eastern markets; and if they do join the city of Buffalo in building the road, the great South Improvement monopoly is overthrown, and the abnormal condition of things at Cleveland and Pittsburg abolished, and Buffalo set on a footing equal to any point for refining oil in addition to its increased business by way of transshipment.—*Buffalo Express*, March 20.

Atlantic and Great Western Railroad.

The main line is 387.32 miles long—49.14 miles in New York, 92.16 in Pennsylvania, and 246.02 in Ohio. The total length owned by the company is increased to 425.50 miles, by the Meadville and Oil City 33.20 miles, and the Wadsworth and Silver Creek 4.98 miles. The company operate, under lease, the Cincinnati, Hamilton and Dayton 66.13, and the Cleveland and Mahoning 80.18. The total operated (including sidings, 141.45 miles) amounts to 707.26 miles. The rolling stock includes 166 engines, and 81 passenger coaches, and freight cars as follows: iron tank, 200; coal, 1,000; box, 1,000, and stock, 600, at a cost of \$2,720,000. The permanent road will be improved at the cost of \$2,835,000, amounting to a substantial reconstruction of the road. The earnings for 1870-71 amounted to \$4,213,936; the transportation expenses to \$3,465,038; and the net earnings over operating to \$703,075. The expenses amounted to \$694,780 in excess of earnings. The capital amounts to \$77,500,603—including \$11,040,006 first mortgage 7 per cent. bonds; \$5,000,000 7 per cent. reorganization stock; \$8,445,590 second general mortgage 7 per cent. bonds; \$28,215,101 third general mortgage 7 per cent. bonds; \$9,875,906 preferred 5 per cent. stock, and \$19,950,000 common stock. The new bonds are dated January 1, 1872. The first coupon on the First Mortgage Bonds will be due July 1, 1872; on the Second Mortgage Bonds (from March 1), Sept. 1, 1872; on the Third Mortgage Bonds (from May 1), Nov. 1, 1872. The total amount required for interest will be \$5,332,524, as follows:—Payment absolute \$1,916,172—\$770,981 on first mortgage; \$280,000 on reorganization stock; \$591,191 on second mortgage, and \$274,000 on Cleveland and Mahoning; rental; payment contingent on earnings \$3,466,352—\$1,975,057 on third mort.; \$493,795 on preferred stock, and \$997,500 on common (5 per cent.) stock. Resumption of payment is to begin 1st March, April, July, September, and November.—*London Railway Times*.

The Pennsylvania Railroad Company has taken possession of its new office in Philadelphia. It is located on Fourth Street, below Walnut. All the following named companies will find office accommodation in it namely: The Pennsylvania Railroad, the New Jersey leased roads, the Harrisburg and Lancaster Railroad and Agency of the Northern Central Railway, the Philadelphia and Erie Railway, the Pennsylvania Canal, and Delaware and Raritan Canal, and the American Steamship Company. All business connected with these companies will henceforth be transacted at the new building.

Union (Baltimore) Railroad.

The work of constructing the Union Railroad, extending from Charles street to tidewater at Canton, is steadily progressing, the contractors having every available man at work, both inside and outside the tunnel, with little or no interruption during the winter. The tunnel is five-eighths of a mile in length, extending from Greenmount Avenue, under the bed of Hoffman street, to Belair avenue, crossing the latter avenue on an iron bridge eighteen feet above the level of the street. The road, after leaving Belair avenue, takes a southeasterly direction to Eager street, and thence through the centre of that street to the city limits; thence to connect with the Philadelphia, Wilmington and Baltimore railroad near the Bayview Asylum, and on the Orange farm, and thence in an almost direct line southerly to Canton, on tidewater. It is confidently expected that the road will be fully completed and in running order before the close of the present year.

New Jersey Southern Railroad.

We learn that the negotiations for the reorganization of the New Jersey Southern Railroad Company have been completed and that the new board of directors consists of George M. Bartholomew of Hartford; George P. Upton, Charles W. Huntington, and Thomas H. Perkins of Boston; George L. Dunlap of Chicago; A. W. Greenleaf, Stephen V. White, George W. Bentley of New York; Ashbel Green, Benjamin Williamson, Courtlandt Parker, John P. Stockton, Benson Van Vliet of New Jersey. Mr. Bartholomew was elected president. He is known as one of the ablest railroad men in New England. Mr. Geo. W. Bentley, the General Manager, has had a large experience in the management of railroads. The floating debt of the company has been funded, and the earnings of the road are largely in excess of the estimates and sufficient to insure the prompt payment of the interest on its funded debt, leaving a handsome surplus.

At a meeting of the directors of the Erie Railway Company on the 26th inst., General Dix presiding, Edward H. Green was elected to fill the vacancy in the board occasioned by the resignation of Jay Gould. There was a small attendance, and no other business of importance was transacted.

The Central Railroad Company of New Jersey has declared the usual quarterly dividend of 2½ per cent. on the full stock, and interest to the 31st instant on the new scrip at the rate of 7 per cent. per annum, both payable April 20, at the office of the company, No. 119 Liberty st.

The financial agents of the Union Pacific Railroad furnish the following report of the business of January, 1872: Gross earnings \$273,936 08; and expenses \$379,741 71—making a net loss of \$105,805 63.

A bonus of \$51,000 has been granted by the townships of Kinloss, Kincardine and Huron in aid of the Southern extension of the Wellington, Grey and Bruce Railway.

The Hartford and New Haven Railroad Company has declared a quarterly dividend of \$3 per share on each full share of stock, and \$1 50 on each scrip share, payable April 1.

The Southern Maryland Railroad from Washington to Point Look Out.

It will be remembered that this Company was incorporated by the General Assembly of Maryland in 1868. No progress has hitherto been made to press the construction of the work, chiefly because the time had not arrived when this important link in the direct line to the great Cumberland coal mines could be made available for the transportation of coal to the most convenient point on tide water.

The near completion of the Metropolitan Road has attracted the attention of capitalists to the advantages presented by the Southern Maryland Railroad, and we understand that a number of gentlemen of large means have recently purchased the stock of the company, and will without delay take measures to commence the work and press it to a speedy completion.

A meeting of the stockholders was held on Monday, at which 980 shares of stock were represented, being \$980,000, and the following gentlemen were unanimously elected Directors for the ensuing twelve months; Col. S. S. Smoot, Hon. John Van Riewick, of Washington city; George S. Scott, R. J. Capron, Willis Gaylord, of New York; Alexandria Hay, of Pennsylvania; Arthur M. Eastman, of New Hampshire; Hon. B. G. Harris, Dr. John M. Broom and L. Mudd, of Maryland. William S. Huntington, Esq., of the First National Bank, was elected Treasurer. The Board of Directors will meet on the 29th instant to elect a President.

An act was passed by the General Assembly of Maryland on 30th of March, 1868, appropriating \$173,000 to St. Mary's county to aid in the construction of a railroad to Point Lookout, and under this act Commissioners were appointed by Governor Swann to make a survey and estimate for its construction. Ten thousand dollars of this appropriation and one thousand dollars from the city of Washington were used to defray the expense of a preliminary survey. An able engineer, Mr. Benjamin Tippet, performed this service, and reported that the cost of the work would be about \$15,000 per mile.

The Commissioners made a very able report to the Legislature of Maryland demonstrating the importance of the work to Washington city, not only because it will open to the markets of Washington a large extent of country (no less than three counties, which have hitherto been almost inaccessible), but it will form an important link in the line of travel and transportation, by which passengers and freight to and from Washington and Norfolk can be carried in eight hours.

But its great importance is in connection with the coal trade from the Cumberland mines. In a very few years that trade has risen from less than 50,000 tons annually to about 7,000,000. The great channel for this coal is by the Baltimore and Ohio Railroad to Baltimore, thence by the Chesapeake and Delaware Canal to Philadelphia and New York. It is the greatest steam generator known, and is universally used by ocean and inland steamers when they can get it. A road has been completed, or nearly so, from the mines to New York, a distance of over 400 miles, while the distance from the mines to the southern terminus of the Southern Maryland Railroad is but some 180 miles, and as a point of distribution is so convenient and central that it must necessarily be the great depot of the United States for that trade. It will also undoubtedly become the great naval coal depot from which naval stations, North and South, and the Atlantic squadrons on their cruising ground can be readily, cheaply and promptly supplied.—*Washington Patriot*.

The directors of the Buffalo and Jamestown Railroad Company, the New York branch of the direct road to Titusville, have elected the following officers for the ensuing year: President, M. Richmond; Vice-President, James Adams; Treasurer, Abraham Altman. It is stated that the project of a through road from Buffalo to the oil regions is now placed beyond a doubt.

A Canal in Texas.

The Houston (Texas) *Telegraph* says that a canal, modelled after the canals of Pennsylvania and other places, is to be constructed from Houston northwesterly to Trinity, a distance of some seventy-five miles, crossing Hunting and Grier's bayous, and both forks of the San Jacinto river, striking the Trinity at or near a place called Smithfield. The average depth of the canal in the prairies is to be five feet with an additional two feet above the surface. All the streams crossed, including the San Jacinto forks, are to be dammed at the point of crossing, throwing a sufficiency of their waters into the canal, besides affording water power for immense sawmills to be built at the dams; the intention of these mills being to convert into lumber for Houston and West Texas the pines to be floated down the San Jacinto and Trinity from the immense pine forests in their vicinity.

The London Underground Railway.

A statement has been published showing the number of passengers conveyed and gross receipts in each year since the opening of the London Metropolitan (underground) railway. The first year, 1863, the number of passengers was 9,455,175; receipts, \$508,535. In 1867 these figures had risen to—passengers, 23,405,202; receipts, \$1,165,590. In 1872 the number of passengers was 42,765,427; amount of receipts, \$1,980,390. For several years past the dividends paid on this line have varied from five to seven per cent.; but the past year, owing to extension of track, reduction of fare, and possibly extravagance in management, the dividend was only three and one-half per cent.

The Pennsylvania Railroad Company has leased the Danville, Hazleton and Wilkesbarre Railroad, extending from Sunbury to Hazleton, 47 miles, for the term of thirty-three years, paying the interest of the company's bonds and what ever the road may net on the stock, in which the Pennsylvania Company is largely interested.

The Titusville *Herald* says that orders have been issued for the construction of a double track on the entire line of the Philadelphia and Erie railroad, from Sunbury to Erie. The work is to commence in the spring, as soon as the ground is fit to work.

At a meeting of the directors of the Worcester (Md.) railroad on the 18th inst., arrangements were made for raising the money necessary to complete the road at once. Operations will be immediately resumed. Only half a mile remains to be constructed.

The imports at the port of Portland, Me., for 1871 were \$18,766,100; exports, \$19,655,426; total, \$38,421,526. In 1870, the imports were \$16,502,327; exports, \$15,898,913; total, \$32,401,240; increase over 1870, \$6,020,286.

Wm. R. Brown has been elected President, and H. C. Harris Secretary and Treasurer of the Atlantic, Fort Valley and Memphis Railroad company.

The lease of the Ashtabula, Youngstown and Pittsburg Railroad to the Pennsylvania Railroad Company, has been ratified by the stockholders of the former nearly unanimously.

In the case of Crane v. the Union Pacific Railroad Company, pending in the United States District Court for Iowa, on a motion to set aside the condemnation of lands for the use of said railroad, Judge Lane has rendered a decision holding that the eastern terminus of said road, as fixed under the existing laws, is not in Iowa, but in Nebraska; that it has no corporate power to build a road in Iowa, and cannot therefore condemn lands for a right of way or for the use of its road.

The preliminary survey for a railroad from Oxford, Chester county, to Peach Bottom, on the Susquehanna, a few miles below Columbia, is being made. From the liberal manner in which subscriptions are being made along the line of the proposed route, it is thought that work will be commenced by the first of June.

The Berks County (Pa.) Railroad Company have completed the location of the new route from Slatington by way of Germansville and Pleasant Corner, and have made a junction with the route previously located at New Tripoli. This is an extension of the Wilmington and Reading railroad to the Lehigh coal region.

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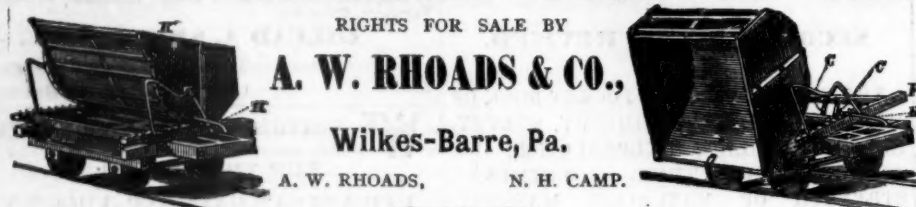


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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